

AUTOSPORT

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1/6

EVERY FRIDAY

Vol. 5

No. 16

BRITAIN'S MOTOR SPORTING WEEKLY



IN THIS ISSUE

THE CHARTERHALL INTERNATIONAL RACES : FINAL MEETINGS AT SILVERSTONE AND BRANDS HATCH : THE HANTS. AND BERKS. EXPERTS NIGHT TRIAL : THE WESTON RALLY

JOHN BOLSTER • WILSON McCOMB • BARCLAY INGLES

SOME 1952 SUCCESSES

on Cooper-Nortons unless otherwise stated

BRANDS HATCH, April 14th

1st G. Wicken
5th N. Sanderson

GOODWOOD, April 14th

2nd A. Brown
3rd J. Coombs

BRUSSELS, May 11th

2nd A. Brown

CIRCUIT D'ORLEANS

3rd A. Rippon

BRANDS HATCH, May 22nd

Senior Race
3rd G. Wicken and Lap Record
Junior and Senior Race
1st G. Wicken
4th W. Whitehouse

NÜRBURGRING, GERMANY

1st E. Brandon and Lap Record
6th A. Brown

SNETTERTON, June 28th

3rd G. Wicken

CHIMAY, BELGIUM, June 1st

2nd J. Coombs

GOODWOOD, June 2nd

2nd G. Wicken

ROUEN, FRANCE

1st J. N. Cooper

SILVERSTONE R.A.C. GRAND PRIX

2nd E. Brandon
3rd G. Wicken
5th J. Coombs

REST-AND-BE-THANKFUL HILL-CLIMB

1st N. Sanderson

WELSH CHAMPIONSHIPS

1st G. Wicken
2nd J. Coombs and Fastest Lap
Invitation Race
1st A. Brown
2nd J. Coombs

PRESCOTT HILL-CLIMB

1st L. Leston, F.T.D. Hill Record

FALKENBURGH, SWEDEN

1st R. C. Nuckey

ZANDVOORT, HOLLAND

1st S. Moss
2nd G. Wicken
3rd J. Habin (Leston Special)
4th A. Brown

BOREHAM, Aug. 2nd

1st A. Brown and Lap Record 90 m.p.h.
4th E. Brandon

THRUXTON, Aug. 4th

1st J. Coombs and Fastest Lap

TURNBERRY, SCOTLAND, Aug. 23rd

1st S. Moss

CRIMOND, SCOTLAND

1st N. Sanderson

BRIGHTON SPEED TRIALS

2nd J. Coombs

GRENZLANDRING, GERMANY

1st J. N. Cooper at 102.64 m.p.h.
and Fastest Lap at 106 m.p.h.
2nd E. Brandon
3rd S. Moss

CLUB SILVERSTONE 100 MILE

1st J. Coombs
3rd C. Headland (Arnott)

PRESCOTT HILL-CLIMB, Sept. 14th

1st L. Leston

SWEDEN, Sept. 14th

1st R. C. Nuckey

SILVERSTONE, Sept. 20th

1st L. Leston
2nd J. Coombs

GOODWOOD, Sept. 28th

1st S. Moss
2nd L. Leston (Leston Special)
3rd R. Bicknell (Revis)
5th E. Brandon and Lap Record 84.02 m.p.h.

CASTLE COMBE, Oct. 4th

1st S. Moss and Lap Record 80.58 m.p.h.
3rd L. Leston (Leston Special)

BROUGH, Oct. 5th

1st L. Leston

ALL THE ABOVE ENGINES PREPARED BY

FRANCIS BEART

HIGH ROAD, BYFLEET, SURREY

Telephone: Byfleet 2497

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 16

October 17, 1952

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NOTICES

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EDITORIAL

B.R.M. did not exactly set the heather on fire in Scotland last Saturday. No doubt the presence of the Bourne cars helped to draw a crowd of over 60,000 to the Winfield Joint Committee's Charterhall meeting, organized with the aid of the *Glasgow Daily Record*, and the *Newcastle Journal*. However, the anticipated battle between Farina's Thin Wall Special Ferrari and the two B.R.M.s of Parnell and Wharton never materialized. Instead, a gentleman from Leicester in a veteran E.R.A. scored a great victory to uphold the honour of British racing green, and B.R.M. had to be satisfied with a second place.

It was rather ironical that one of the cars from a marque with which Raymond Mays was formerly associated should defeat his more modern machines. Still, that is motor-racing. B.R.M. made their bid far too late, and even now it cannot be said for certain that they are the fastest cars of their type ever constructed.

* * *

IT is to be hoped that the animosity which has tended to appear in the paddock after certain races will not occur next season. There have been too many unpleasant scenes during which drivers have made all sorts of accusations against each other. Formula 3 racing, in particular, appears to have produced some ill-feeling and the conduct of a few drivers does not reflect to their credit. If 500 c.c. racing is to continue, competitors must make absolutely certain that there will be no repetition of incidents which have recently occurred, and which may cause regular entrants to give up this form of racing rather than risk becoming involved in unpleasant scenes.

* * *

LOOKING back on a crowded season, a point of confusion arises which might well be eliminated—that of race nomenclature. Just how many "International Trophy" races have been promoted recently only a thorough check would tell, but certainly there are too many. Before the war, one race, and one only, bore this title, the Junior C.C.'s annual classic at Brooklands. In 1949, the *Daily Express* and the B.R.D.C. used it for their popular G.P. meeting at Silverstone—fair enough, since the B.A.R.C., successors to the J.C.C., have not revived the original event—but since then other "International Trophies" have come into being, bringing confusion on all.

Many other important events held in these islands would be better for the distinction of a specific name, rather than the ambiguous "Formule Libre" and similar titles appearing in race programmes.

OUR COVER PICTURE

HOLD IT! R. G. Shattock (R.G.S.-Atalanta) tail slides at Paddock Bend while on his way to winning the 1,500 c.c. sports-car race at last Saturday's International Charterhall meeting.

PIT AND PADDOCK

TRANS-MEXICAN ROAD RACE: Jean Trevoux, Frenchman residing in Mexico City, will drive a Packard; Douglas Ehlinger a Jaguar, and Gunter Molter of *Das Auto* a Porsche. Fangio may also take part. The race includes a stock car category, for which at least 5,000 of a type must have been manufactured annually. Does this cut out the Mark VII Jaguar?

BILL NICHOLSON'S Kieft-B.S.A. retired from the second heat of the Brough 500 c.c. race with a broken gearbox casing on the third lap, and not engine bothers, as our report of the event last week stated.

BIG Detroit steel strike has put back production of new 1953 models by U.S. manufacturers until January.

THE election of "Miss Automobile" took place at the Moulin Rouge in Paris recently; amongst the panel of judges were Harry Schell, Louis Chiron, Jean Behra, Maurice Trintignant, Lance Macklin and Peter Collins.

DICK RICHARDS regrets that for the time being a fractured shoulder and skull make it impossible for him to reply individually to the enormous number of well-wishing friends, who have written to him at The Royal Infirmary, Bristol, but he hopes when recovered to convey his sincere thanks personally.

PAVILION offices at Brands Hatch were raided the day after the final Half-Litre Club meeting of the year, thieves getting away with £300, it is reported.

PIERO TARLUFFI has taken out patents for a "trisiluro" car comprising three streamlined booms, with engines and wheels in the outer pair and driver in the centre.

MONOPOLE-POISSY are out to tackle 750 c.c. records held by D.B. at Montlhéry shortly, with a supercharged car.

MERCEDES-BENZ have a 2½-litre racing-car on the drawing board for the new Formula 1, due to come into force the year after next.

★ NEXT THURSDAY ★ OUR SPECIAL SHOW NUMBER

NEXT week's Special 48-page Earls Court Show Number will be on sale one day earlier than usual, on Thursday, 23rd October.

It will contain a complete and fully illustrated preview of the high-performance cars being exhibited at Earls Court, specially contributed articles, and an exclusive Road Test Report of an entirely new British sports-car.

There will be a big demand for this special issue of "Autosport", so . . .

ORDER YOUR COPY NOW!

"AUTOSPORT'S" EIGHTH GREEN COVER

To commemorate Bob Gerard's victory with his E.R.A. in the International Formule Libre race at Charterhall, won in the face of representative Continental opposition, this journal once again dons British green, in accordance with its announced policy. The meeting is reported on page 495.

THE familiar Dunlop bridge, in the form of a tyre segment, situated just past the stands at Le Mans, is to be moved to Tertre Rouge for next year's 24 Hours Race. It will be replaced by a concrete structure.

THE Rheims-Gueux circuit is to be modified yet again in preparation for next year's French G.P. on 5th July. The main race will be preceded by a 12 hours sports-car event for 750 c.c., 1,500 c.c., 2,000 c.c. and over 2,000 c.c. cars, starting at midnight.

HOPES continue to run high for a resumption of racing on the two-mile Crystal Palace circuit in South London. The L.C.C. are conducting active negotiations, and an announcement regarding the chances of racing there next year is hoped for in the near future.

FLOYD CLYMER, the well-known American publisher of motoring books, is at present in Paris, where he presents films of the 1952 Indianapolis race, stock-car racing, hot-rods, and other aspects of the sport in the United States. Tomorrow he comes to London, and the same films will be shown at the British Council Cinema, Hanover Street, at 5 p.m. and 8 p.m. next Tuesday, 21st October.

MONTE CARLO Rally entry list closes on Monday, 27th October. The Rally is only three months off now—dates, 20th to 27th January. Entry is limited to 440 cars, of which 100 will be British, 40 German, 100 French, 25 Italian, 15 Finnish, 10 Belgian, 15 Danish, 5 Spanish, 5 Irish, 5 Luxembourgish, 40 Dutch, 10 Norwegian, 10 Portuguese, 30 Swedish, 10 Swiss, 15 Monegasque, and 5 each of other nations. Entrants are selected by the respective National Clubs.

FOUR FORTY-FOUR: The new and attractive Wolseley 4/44, just announced by the Nuffield Organization, has a 1½-litre 4-cylinder o.h.v. engine.



SPORTS-NEWS

THE SECOND CONFERENCE OF CIRCUIT MANAGERS

ON 10th and 11th September the second Conference of Circuit Managers took place at the A.C. di Milano offices at Corso Venezia 43, Milan. Nine circuit managers attended, including John Hall, of Brands Hatch, Dott. Ing. G. Baccialuppi, managing director of Monza, Ewald Hüttenbräucker and Toni Koll of the Nürburgring, Vincenzo Urso, of Syracuse, and Josef Rick, of the Grenzlandring. John Hugenholz, Zandvoort circuit manager, was in the chair. H. J. Morgan (Goodwood), Desmond Scannell (Silverstone) and O. Sear (Snetterton) were unable to be present.

In the two-day meeting many subjects pertaining to circuits were fully discussed, and Dott. Ing. Baccialuppi stressed the necessity for the classification of circuits into Grand Prix, Formula 2, international sports-car, and national and local racing classes. Following a discussion on the Grenzlandring accident it was agreed to recommend to the F.I.A. that a minimum distance of eight metres between the outer edge of the course and the spectators be specified, save where earth walls or ditches permit a lesser distance with safety.

Arising from the accident to Fangio, who raced a B.R.M. at Dundrod on a Saturday, then flew

★
FREE RIDE for Daphne Arnott and a mechanic, driven round Goodwood paddock by Arnott designer George Thornton when "running in" the suspension of the car raced by Bill Aston at the 27th September International meeting.
★

to Monza to drive a Maserati on the following day, when he crashed, and Fagioli's fatal crash at Monaco during practice for the two-day sports-car meeting, John Hall felt it desirable that there should be an interval of at least two days between important races; this point will go before the F.I.A., as will a request for a special qualification of racing officials, made by the Monza managing director. An effort to secure uniform international regulations regarding badges, etc., for drivers, officials, mechanics, Press and others, is also being made.



It was agreed that the organization should henceforth be known as the Association Internationale de Directeurs de Circuit (A.I.D.C.), with John Hugenholz as General Secretary and Ing. Hüttenbräucker and Dott. Ing. Baccialuppi as Committee members; a Statute of 10 articles was drawn up and approved.

The Association members made a close inspection of the Monza installations and covered a lap of the course, before attending a lunch offered by the Milan Club and presided over by Count "Johnny" Lurani. At the final session, the Association arranged that a report on points concerning road racing circuits be sent to the Commission Sportive of the F.I.A. (cars) and the F.I.M. (motor-cycles). The next meeting of the A.I.D.C. takes place at the Nürburgring, Western Germany, in late 1953.

The address of the General Secretary, John Hugenholz, is Zandvoort Racing Circuit, Raadhuisplein, Zandvoort, near Haarlem, Holland.

AT MONTLHERY: The Association Internationale de Directeurs de Circuit held their first meeting in Paris last year, when they paid a visit to the Montlhéry circuit. In the group here, standing by the memorial to Antonio Ascari, father of the present world champion, are the General Secretary, John Hugenholz (extreme left) and John Hall, Brands Hatch circuit manager (third from left, front row).



THE 1953 RACING CALENDAR

THE Commission Sportive of the F.I.A. have now drawn up the provisional calendar of racing-car events for 1953. Over 200 events are listed, 32 of them being British. Several of the events, it will be noted, are marked C, denoting *Course*, i.e., for racing-cars, without classification. Some of these will be run to *Formule Libre*, but in other cases organizers are expressly not specifying the exact category to be adopted, at this early date. It must be stressed that the dates listed are provisional, and are subject to alteration should the need arise.

JANUARY

17th/18th: Piragopolis meeting, Uruguay (C). 18th: Argentine G.P., Buenos Aires (F2).

FEBRUARY

1st Buenos Aires meeting (F2). 15th: Circuit of Asslar (S). France. 22nd: Ice race (F1, 2, 3). Stockholm, Sweden.

MARCH

8th: Sebring 12 Hours Race (S). U.S.A. 22nd: Syracuse G.P. (F2). Sicily. Monthery meeting (C, S, T). France. 29th: Circuit of Nimes (C, S, T). France.

APRIL

6th: Goodwood meeting (F1, C, S). Pau G.P. (F1, F2, S, T). France. Circuit of Marrakech (S). Morocco. 12th (or 1st November): Casablanca 12 Hours Race (S). Tour of Sicily (ST). 19th: Circuit of Marseilles (F2, C, S). France. 24th: Mille Miglia (S, T). Italy.

MAY

3rd: Bordeaux G.P. (F1, 2, 3, T). France. 9th: International Trophy, Silverstone (F2, 3, S). 9th/10th: Circuit of Erlen (F2, S). Switzerland. 10th: Finnish G.P., Helsinki (F1, 3, S). Rhine Cup, Hockenheim (F2, S). Germany. Naples G.P. (S, T). Italy. 14th: Lutetia G.P. (S). Tampere meeting (F1, 3, S). Finland. Targa Florio (S). Sicily. Plantoy Hill-climb (ST). France. 16th: Ulster Trophy (C). Dundrod. 17th: Lappeen meeting (F1, 3, S). Finland. Monza G.P. (F1 or 2) and Coppa Inter-Europa (ST). Italy. Spa Production Car Race (S, T). Belgium. 14th: Frontières G.P. (F2, 3). Belgium. Sardinia Trophy (S, T). Coupe des Dames (T). Como, Italy. 15th: Monaco G.P. (C or S). Goodwood meeting (C, S, T). 30th: Indianapolis 500 Miles Race (C). U.S.A. Boreham meeting (F1, C, S). 31st: Eifelrennen (C, S). Germany. Tuscany Cup (S, T). Italy. Ams G.P. (F1, F2 or C). France. Ile-de-France G.P. (F2, C, S, T). Circuit of Orleans (F1, S, T).

JUNE

7th: Dutch G.P. (F1, 3, S). Parma-Poggio-di-Bereccio Hill-climb, Italy. Hyères 12 Hours Race (S, T). France. Circuit de l'amarative (T). France. 7th/8th: Bol d'Or 24 Hours Race (C, S, T). 13th/14th: Le Mans 24 Hours Race (S). France. 14th: Rome G.P. (C, S). Italy. 18th: Race Meeting, Doullens, Lo-M. (S). 20th/21st: Circuit of Roubaix (T) and G.P. de F.A.C. du Nord (S). France. 21st: Belgian G.P. (F1). Solitude Meeting (S). Germany. Oporto G.P. (S). Portugal. Laffrey Hill-climb (S, T). France. 23rd: Boreham Hill-climb, Scotland. 28th: Zierlerberg Meeting, Austria. Chiasso-Forte Hill-climb (S, T). Italy. Perugia Cup Race (S, T). Italy. Rouen G.P. (F1, 2, T). France. Circuit of Bressuire (S, T). France.

JULY

4th: Rest-and-be-Thankful Hill-climb, Scotland. 4th/5th: Belgian 24 Hours Race, Spa (S, T). French G.P. Meeting, Rheims (F2, C, S, T). 8th: Colonio G.P. (S). Italy. Bolzano-Mendola Hill-climb, Italy. Circuit of Villa Real (S). Portugal. 9th: Jersey Road Race (S). St. Helier. 11th: Leinster Trophy Race (C). Eire. 11th/12th: Hedemora Races (F1, S). Sweden. 12th: Dolomites Cup (S, T). Italy. Avusrennen (C, S). Germany. Comminges G.P. (F1, 2 or C). France. 14th:

Perigieux Circuit (F2, 3, S). France. 18th: British G.P. (F2, 3, S). 19th: Soss-Mt. Cenis Hill-climb, Italy. 23rd: Bouley Bay Hill-climb, Jersey. 24th: G. P. of Portugal (S). Aosta-Grand St. Bernard Hill-climb, Italy. Circuit of Cuen (S, T). Circuit of Ables-Bains (F2). France. Circuit of Sardinia (C, S).

AUGUST

1st: Boreham Meeting (F1, C, S). 2nd: German G.P. (C, S). Tour of Calabria (S, T). Italy. 9th: G.P. of Imola (S). Italy. Freiburg Hill-climb, Germany. Circuit des Sables d'Olonne (F2). France. 15th: Charterhall Meeting (F1, C, S). Scotland. 15th/16th: Pescara 12 Hours Race (S) and Pescara G.P. (F2). 16th: Goodlandringrennen (C, S). Germany. La Baule G.P. (F2, S, T). France. 19th/20th: Laffrey-Rouss-Laffrey (S, T). 22nd: Goodwood Meeting (S). 27th/28th: Sella Alpina (S, T). Italy. 29th: Shelsley Walsh Hill-climb, Wakefield Trophy, Carragh, Eire (C, S). 30th: Cadours Circuit (F2, C, S, T). France. La Fautelle Hill-climb, France. Vostreite Grand Critérium, Chieti, Italy. Nürnberg 1,000 km. Race (S). Germany. Karlskoga Meeting (F1, 3, S). Sweden.

SEPTEMBER

5th: Tourist Trophy (S). Brighton Speed Trials. 6th: Lausanne G.P. (F2, 3). Switzerland. 13th: Italian G.P. (F1, 2) and Vostreite G.P. Stockholm Meeting (F1, 3, S). Sweden. 20th: Catania-Etna Hill-climb, Sicily. Modena G.P. (C). Italy. Prescott Hill-climb. 24th: Goodwood Meeting (F1, C, S). 27th: Circuit of Agen (F1, S, T). Bari G.P. (C, S). Italy.

OCTOBER

4th: Coupe du Salon Meeting (C, S, T). France. Madagawar Race (T). Pontedecimo-Giovi, Italy. 10th: Sicilian Gold Cup (S). 24th/25th: Tour of Belgium (Light Cars). 25th: Bari Meeting (S). 26th: Spanish G.P. (C).

NOVEMBER

19th/20th: Pan-American Road Race (S, T). Mexico.

F1—Formula 1. F2—Formula 2. F3—Formula 3. C—Racing, unclassified. S—Sports-cars. T—Touring-cars.

FORMULA 3 CALENDAR

FEBRUARY

22nd: Ice Race, Stockholm, Sweden.

MARCH

8th: Ice Race, Bollnäs, Sweden.

APRIL

6th: Goodwood Race.

MAY

2nd: Brussels G.P., Belgium. 9th: Silverstone Meeting. 17th: Circuit of Dragnignan, France. 3rd: Brands Hatch Meeting. 24th: Frontières G.P., Belgium. 30th: Boreham Meeting. 31st: Circuit of Orleans, France.

JUNE

7th: Prix de Picardie, France. Zandvoort Meeting, Holland. 20th: Prescott Hill-climb.

JULY

11th/12th: Hedemora Races, Sweden. 14th: Circuit of Perigieux, France. 18th: Silverstone Meeting. 19th: Boreham Races, Sweden.

AUGUST

1st: Boreham Meeting. 2nd: Brands Hatch Meeting. 15th: Charterhall Meeting, Scotland. 30th: Karlskoga Race, Sweden. La Fautelle Hill-climb, France.

SEPTEMBER

6th: Circuit de Salon, France. Lausanne G.P., Switzerland. 12th: Brands Hatch Meeting. 13th: Stockholm Races, Sweden. 26th: Goodwood Meeting. 27th: Circuit of Agen, France.

CHIRON BACK TO THE WHEEL

LOUIS CHIRON, *hors de combat* throughout the season following his accident at Syracuse with a Maserati-Platé in March, is now fully recovered from the serious burns he sustained, and anticipates driving in the coming Pan-American road race in Mexico. He will then take part in the Monte Carlo Rally, and plans to race Formula 2 Osas and Maseratis next season.

EARLS COURT

SPORTING types who, in past years, Shave wearied of seeing only motor-cars with mudguards at Earls Court, will gravitate naturally to one particular stand this year. Here, for the first time, racing-cars will be shown, a representative selection of modern makes including Alta, Connaught, Cooper-Bristol, Frazer-Nash, H.W.M., Cooper and Kieft. Among the interesting high-performance cars to be shown on other stands are the "Seven-Day Century" Jaguar, the Mille Miglia Aston Martin, and Col. Goldie Gardner's famous record-breaking M.G.



TURNABOUT: Ian Appleyard, who is usually seen receiving prizes, here presents an award to G. A. Hill (Bentley), the Class 1 winner in the recent Used Vehicle Exhibition at Meadham.

MORRIS MINOR SHOWS ITS WORTH

10,000 Miles Non-stop at Goodwood at over 40 m.p.h. and over 40 m.p.g.

ON 10th October, a Series II Morris Minor Saloon completed 10,000 miles at Goodwood without the engine being stopped or the wheels ceasing to revolve. The car was one of the first batch of new export-only four-door Minors, now fitted with the 803 c.c., o.h.v., British Motor Corporation engine, as used on the A.30 Austin.

This interesting demonstration began at 6 a.m. on 1st October, Nuffields having rented Goodwood circuit from the owners. The project required the designing and construction of a special research tender, which could be used to service and re-fuel the Minor without the car having to stop at all.

The tender is a first-class technical achievement. Amongst its many ingenious features is a mobile "dry dock" into which the Minor was driven for inspection and service attention. It is devised so that any of the four wheels can be lifted and changed, whilst the car continues to run under its own power.

The project was evolved by Walter Baking, Nuffield Technical Chief, and the tender was thought up and built to the plans of Charlie Griffin, Nuffield's Road Proving Engineer, and brilliant young Australian, Jim Mackaness.

Unlike most long-distance affairs, the Minor run was carried out without any setbacks. Normal servicing, greasing, oil-changing and so on



WAITING FOR ZERO HOUR: Discussing the project before the start on Wednesday morning are (l. to r.) J. B. Mackaness (i/c. tender), G. W. Lush (Assistant to the Nuffield Technical Director), C. A. Griffin (Assistant Experimental Engineer) and G. B. Ashton (Nuffield P.R.O.).

were effected strictly according to the makers' handbook. It was felt that it was not worthwhile providing a slip-ring arrangement to grease the propeller shaft couplings, so the joints were packed with a more than usual amount of H.M.P. grease.

By 7.20 p.m., on 4th October, the little Minor had covered 2,101 laps of the Goodwood circuit, which is equal to 5,000 miles. Average speed was 45.75 m.p.h., and fuel consumption 42.75 m.p.g.

A remarkable side-light on the Minor 10,000 miles demonstration was that the R.A.C. refused to observe it officially on the grounds that it was not of sufficient technical interest!

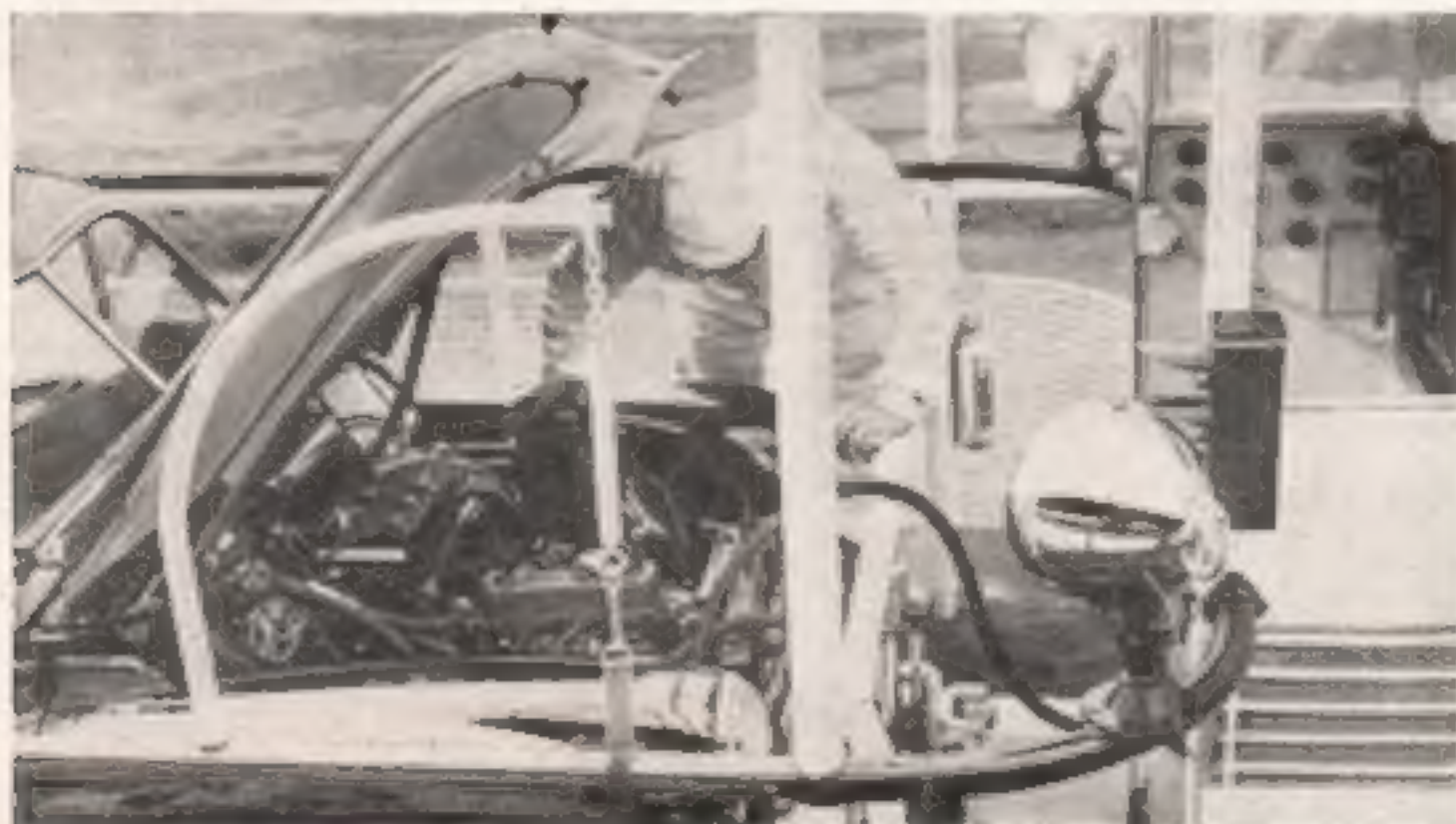
THE 1953 WORLD CHAMPIONSHIP

NINE national Grands Prix, those of Britain, France, Holland, Belgium, Germany, Italy, Switzerland, Spain and Brazil, will be included in the 1953 World Championship. The Indianapolis 500 miles race, eligible in 1952, has been excluded for next year, but the Argentine G.P., to be held at Buenos Aires, will probably be added to the list.

SNOWFLAKE ANTI-FREEZE

A NEW anti-freeze mixture called Snowflake has been introduced by Shell-Mex and B.P. Ltd. Snowflake protects an engine against frost damage down to 35 deg. F. of frost, when used in correct quantities, while it is harmless to the cooling system and contains a corrosion inhibitor which minimizes rust formation.

The new anti-freeze retails at 68s. per gallon, and one filling lasts the winter through.



MOVING MAINTENANCE: A special mobile pit was used to permit oil changing and essential servicing without the engine or the wheels of the Minor stopping. A double-acting pump drew the old oil out and pumped fresh oil in, simultaneously.

BRANDS HATCH '52 FINALE

Lap Record Falls Three Times in Exciting Half-Litre Club Meeting—
Leston and Parker New Joint Holders — Good Showing by Arnott



assumed his customary place at the head of affairs, there to remain to the end. Behind this pair, a most blood-curdling duel was being waged by Stuart Lewis-Evans and John Habin. The Cooper driver got ahead at first, but Habin, slipping spectacularly, literally scraped by on the eighth lap before the Paddock turn, the Erskine's wheels touching the Cooper's for long, awful moments before

NEEDLE MATCH: (Left) John Habin (Erskine Staride), Stuart Lewis-Evans (Cooper) and Paul Emery (front-drive Emeryson) fight for the lead during the opening round of the Senior Race, heat 2.

SEQUEL: (Below) After shooting into the lead, Paul Emery's car breaks a drive shaft and loses a wheel, which flies high into the air over the heads of the crowd to land in the car park.

The Half-Litre Club's 1952 season at Brands Hatch wound up with a bang last Sunday, when the lap record fell jointly to Les Leston (Leston Special) and Don Parker (Kieft) at 73.17 m.p.h. in the last race of the day. Earlier on, these two drivers had each dealt the old figure a crack, Parker first raising it to 71.71 m.p.h., then losing it to Leston, who lapped at 72.29 m.p.h.

The meeting opened with the first heat of the Junior Race over 10 laps, in which R. D. Biss established his Cooper's superiority over those of E. Fenning and N. Berrow-Johnson. The latter was having an extremely busy—and successful—week-end, having won two events at Silverstone with his 1,100 c.c. Cooper the previous day.

Heat 2 was a convincing Arnott benefit, and showed D. Taylor to be on top of his form, his buff car running out a winner by the considerable margin of 23.2 secs. over the J.B.S. of Chalmers and R. D. Brown in another Arnott. The Final, which followed two Senior race eliminators, saw Taylor and his Arnott again running away with victory in an impeccable 15-lap run which really brought home to onlookers the increasing potentialities of this year-old British Formula 3 marque. On lap one, V. J. Firm's J.B.S. got into an alarming lurch coming down from Clearways into Kidney Bend, the car rolling over and landing back on its wheels on the grass verge facing the spectators' enclosure, the driver still in the cockpit. His injuries, fortunately, proved not to be very serious, but the car suffered considerable damage, its nose being stripped clean of all protuberances such as screen and mirror, the steering wheel doubled, and road wheels bent.

Behind the unchallengeable Arnott, R. D. Biss and Berrow-Johnson fought vigorously for second place; the latter eventually got in front and stayed there, while P. Jopp, in another Cooper, settled himself in fourth position.

Heat 1 of the Senior race brought one more victory for that irrepressible little man, Don Parker in his dark red Kieft, but Reg Bicknell gave little away with that very fast "one-off" job, the Revis,



and finished a mere second behind.

The second Heat for the Seniors opened excitingly with Paul Emery's determined challenge to Lewis-Evans's Cooper and Habin's Erskine Staride. The trio rushed away on the opening round, Emery passing first Habin, then Lewis-Evans, on the approach to Paddock Bend. Alas, his lead then terminated abruptly, the off-side front drive shaft shearing and releasing the wheel, which bounded spiritedly away, hit a bump and bounced high in the air, soaring over the spectators and landing in the field beyond. The three-wheeler Emeryson burrowed its way into the grass on the outside of Paddock, driver jumping out unharmed, while Lewis-Evans sped away into the lead. With Habin trying his utmost to catch the Cooper, the race ended in a photo finish with less than 1 sec. between the pair.

Came the 20-lap Final, which brought a second instalment of the Parker-Bicknell struggle. Bicknell made a wonderful start and staved off the Kieft for five laps, when the "wee man"

Habin nosed ahead. Lewis-Evans, galvanized to an even greater pace, recaptured the Erskine in the rush up to Clearways, but Habin again reversed the order a round later, only to over-ride, letting the Cooper through once more.

Habin never gave up trying, and with 18 of the 20 laps completed, passed the Cooper yet again, only to negate all his hard work by revolving at Clearways with one round to go. That brought to an end a duel which left the spectators' nerves twanging, Lewis-Evans running out third behind Parker and Bicknell. Don Parker joyfully gave the "thumbs up" as he crossed the line—his jubilation was justified, for in the fight with Bicknell he had broken the lap record with a round in 50.2 secs., a speed of 71.71 m.p.h.

Then came a nerve-soothing demonstration run by Claude Tipper in his Bond "Minicar", in which he had covered an extensive tour of Europe without trouble. There followed the Consolation race, bringing just that to

JUNIOR FINAL: Cars leaving the grid for the 15-lap Junior event, with R. D. Biss (Cooper) and D. Taylor (Arnott) in the front rank. The Arnott ran right away with the race, finishing 17.4 seconds ahead of N. Berrow-Johnson's Cooper.

Brands Hatch '52 Finale—continued

Les Leston, who had retired from Heat 2 of the Senior race with his Leston Special. He got into the lead and stayed there, and with Paul Emery, driving Harold Daniell's Emeryson, astorn, set such a pace that he cracked Don Parker's nice new record by .4 sec., a speed of 72.29 m.p.h.

Last event of a very successful day was the Juniors-versus-Seniors handicap, in which the considerable talent of both categories combined to produce a truly grand race. The Juniors were given 30 sec. start in a 12-lap race, which put Don Parker really on his mettle, the Kieft forging its way up towards the Junior tail-enders and catching the first of them with barely three laps covered.

The Junior leader, however, was D. Taylor in that very fast Arnott, and it took eight flat-out laps for Parker to catch him and take the lead. Behind Parker, Leston was also bounding the Juniors, and both drivers succeeded in raising the "Kentish mile" lap record yet again in the course of the race, leaving it at 73.17 m.p.h. Taylor clung grimly to his second place, but the spectators were kept right on their toes to the end, for Leston made a desperate last-lap effort to catch the Arnott, to fail by a few lengths.

C. P.

RESULTS

Junior Race, Heat 1 (10 laps): 1, R. D. Biss (Cooper), 9 mins. 5.8 secs., 65.96 m.p.h.; 2, E. Fenning (Cooper), 9 mins. 8.6 secs.; 3, N. Berrow-Johnson (Cooper), 9 mins. 11.2 secs.; 4, P. Jopp (Cooper); 5, V. J. Firm (J.B.S.); 6, R. Hutton (Cooper).

Heat 2 (10 laps): 1, D. Taylor (Arnott), 8 mins. 51.2 secs., 67.77 m.p.h.; 2, S. V. Chalmers (J.B.S.), 9 mins. 14.4 secs.; 3, R. D. Brown (Arnott), 9 mins. 15 secs.; 4, R. Owen (Hill); 5, G. H. Symonds (Cooper); 6, C. W. A. Heyward (Cooper).

Final (15 laps): 1, D. Taylor (Arnott), 13 mins. 19.6 secs., 67.53 m.p.h.; 2, N. Berrow-Johnson (Cooper), 13 mins. 37.4 secs.; 3, R. D. Biss (Cooper), 13 mins. 38.2 secs.; 4, P. Jopp (Cooper); 5, E. Fenning (Cooper); 6, R. D. Brown (Arnott).

Senior Race, Heat 1 (10 laps): 1, D. Parker (Kieft), 8 mins. 39 secs., 69.37



ALARUM: V. J. Firm's J.B.S. in the act of rolling over at Kidney Bend during the Final of the Junior race. The driver emerged from an unpleasant accident without serious injuries.

m.p.h.; 2, R. G. Bicknell (Revis), 8 mins. 40 secs.; 3, D. H. R. Gray (Cooper), 8 mins. 47.4 secs.; 4, H. L. Daniell (Emeryson); 5, R. Samuels (Cooper); 6, L. Lewis-Evans (Cooper).

Heat 2 (10 laps): 1, S. Lewis-Evans (Cooper), 8 mins. 46.2 secs., 68.41 m.p.h.; 2, J. Habin (Erskine Staride), 8 mins. 46.21 secs.; 3, R. Nuckey (Cooper), 8 mins. 56.6 secs.; 4, G. Smith (Arnott).

Final (20 laps): 1, D. Parker (Kieft), 17 mins. 7 secs., 70.11 m.p.h.; 2, R. G. Bicknell (Revis), 17 mins. 13 secs.; 3, S. Lewis-Evans (Cooper), 17 mins. 22 secs.; 4, R. Nuckey (Cooper); 5, J. Habin (Erskine Staride); 6, H. L. Daniell (Emeryson).

Consolation Race (10 laps): 1, L. Leston (Leston Spl.), 8 mins. 38.4 secs., 69.44 m.p.h.; 2, H. L. Daniell (Emeryson), 9 mins. 2.8 secs.; 3, J. K. B. Brise (Cooper), 9 mins. 6.2 secs.; 4, A. J. Nurse (Cooper); 5, H. W. Walker (Walker Special); 6, S. V. Chalmers (J.B.S.).

Juniors-versus-Seniors Handicap (12 laps): 1, D. Parker (Kieft), 10 mins. 36.4 secs., 71.24 m.p.h.; 2, D. Taylor (Arnott), 10 mins. 38.2 secs.; 3, L. Leston (Leston Special), 10 mins. 38.4 secs.; 4, E. Fenning (Cooper); 5, J. K. B. Brise (Cooper); 6, S. Lewis-Evans (Cooper).

Lap Record: L. Leston and D. Parker, 39.2 secs., 73.17 m.p.h.



DING-DONG: J. Habin and S. Lewis-Evans fought grimly for the lead throughout the second heat of the Senior event, the Cooper driver finally winning by half a length.

SILVERSTONE SEASON CLOSES

Excellent Nottingham S.C.C./
N. Staffs M.C. Joint Meeting

THE curtain was rung down on Silverstone's 1952 season with a first-class meeting staged jointly by the North Staffs M.C. and the Nottingham S.C.C. on Saturday last. The quality of the organization reflected the experience gained at Gamston, and between noon and the early October dusk an astonishing number of events were run off, competitors being allowed no rest at all!

Race one was a combined 750 Formula and up to 1,200 c.c. affair, run from scratch over seven laps of the short circuit, and in the latter section handicapper G. R. Stokes provided a neat riposte to rude cracks about handicappers winning handicaps (he did just that later on, too!) by scoring a convincing win with his impressive Riley Special. Leading from the start from le Strange Metcalfe's Fiat, Risely-Prichard's Riley and Tapp's Buckler, his speed was just 63 m.p.h. for the race. Tapp spun and lost his place in lap two, Mrs. Pannell did likewise in the M.G.-Riley, and Treen in the Treen-Riley finally came through to third place behind Risely-Prichard. In the 750 Formula section J. B. Davidson drove a nice race in the original Lotus to win from Grimsley's Austin, third place being doggedly contested by Marler's Austin and Tiedeman's game Ulster, the latter emerging victorious.

The next scratch race looked good for Cliff Davis and the Cooper-M.G., but this was reckoning without Gammon and the astonishing TC, never a safe assumption at Silverstone, and although Davis led during the opening stages, cornering beautifully and holding him-

self in with one hand the while, Gammon gave him no quarter, trying repeatedly to pass on the inside at Woodcote. Giving battle behind were Tyrer in the 1,500 c.c. BMW, J. F. Dalton in Shipside's rapid TD M.G., Threlfall in the Tojiero and Ken Downing with the 14-litre Connaught two-seater. Finally Gammon took the lead and held it, while Dalton took Tyrer at Woodcote, the latter finally trying too hard at this spot, spinning and retiring.

In the 15-lap race for the 500 c.c. machinery Les Leston, driving the Leston Special, led from start to finish, pressed hard by Bicknell's Revis a few lengths behind. Several competitors lingered too long on the starting line, including A. J. Nurse with the Cooper. Smith's Smith Special ran third for some distance, and the cornering of Labrum's Labrini was quite something to see. The two Arnotts driven by D. Taylor and G. Smith were also pressing on to some purpose, Taylor finally overdoing it when in sight of a place. Nuckey came into the picture in the closing stages, finally taking third spot from

Taylor's Arnott. Leston's winning speed was 74.93 m.p.h.

Another scratch race over seven laps for sports-cars was run in two sections, up to 2,000 c.c. and up to 2,500 c.c. In the former Tony Crook's glistening, dark red Frazer-Nash went as well as it looked, and was quite unbeatable. Followed by B. G. W. Haynes, who drove a well-judged race to win the 2,500 c.c. event in his Healey Silverstone, W. A. McMillan's P.N.-BMW and W. S. Kenyon in the ex-O.B.M.-BMW, these cars dominated the race. The Healeys of Hely and Sessions took second and third places in the larger class, Crook's race average being nearly three m.p.h. higher than his opposite number in class B. Kenyon's driving in this race made an excellent impression.

The keenly awaited *Formule Libre* 10-lap race was now lined up, the field including Ken Downing and L. Marr in Formula 2 Connaughts, Terence Moore in the H.W.M.-Jaguar, Berrow-Johnson in the 1,100 c.c. Cooper, Webb with the M.G.-based Turner, Crook's and Tyrer's P.N.s and other rapid machinery, Scragg's Alta-Jaguar being an absentee. They went off to a rousing start, Berrow-Johnson leaping into the lead with the crackling Cooper. Incidents came quickly. No sooner had Downing overstepped the mark at Becketts, where he stalled his engine and lost over half a lap, than Marr, coming very fast into Woodcote in the other Connaught, slid wildly to a halt in the path of Webb's Turner. Webb could do nothing about it at all, and smote the Connaught violently, the two cars remaining locked together in mid-fairway. The field passed safely, however, and hasty salvage work commenced, with the broadcasting box reporting imminent arrivals on the skyline in urgent accents. The cars were safely removed, meanwhile Berrow-Johnson held grimly to his lead in front of Crook, who in turn was passed by the H.W.M., and the whole field found it necessary to treat Woodcote warily in view of the water spilt from the Turner's damaged radiator. Main interest now concentrated on Downing's great effort to win back lost ground, a heartbreaking task in so short a race. How well he did it can be judged by his progress to fifth place at lap eight, and his final third position, behind Berrow-Johnson, who won at 72.5 m.p.h., and the H.W.M.-Jaguar. A thoroughly exciting race.



ALL SORTS: Start of the *Formule Libre* race, won by Berrow-Johnson (Cooper), second from right in the front row.



SHEMOZZLE AT WOODCOTE: Clearing J. H. Webb's Turner and Leslie Marr's Connaught off the course after their collision.

The last of the scratch races for unlimited sports cars over seven laps, was led by Osear Moore in the H.W.M. in the opening stages followed by Jackson's Aston and Swift's Jaguar. The H.W.M. fell back in trouble by lap three and Swift took a lead he held to the end. Healey's Jaguar followed him home, and Gerry Crozier pushed his unwieldy 8-litre Bentley along gallantly to take third place. M. Scott's vast Hispano-Suiza two-seater made its appearance in this race and although outclassed, may have given a lot of nostalgic pleasure to spectators, and its owner was plainly enjoying his drive despite difficult passages at Becketts.

The handicaps followed. Healey's Jaguar winning the Formula Libre race nicely from Haynes' early driver Healey and Swift's Jaguar. Head passing the latter on the inside of Becketts on lap six, Walker's Bentley broke its crankshaft and Williamson collected a marker drum at Becketts and took it most of the way to Woodcote amid showers of sparks. In the second part

of his event Ken Downing was on scratch and his progress through the field was fast and consistent, gaining three seconds a lap on Berrow-Johnson. On lap five he lay ninth and Johnson sixth. Meanwhile Nuckey's Cooper was going well, so well that although Johnson passed the one 12 seconds ahead, the Cooper beat the Connaught to second spot by 20 yards.

The Vintage handicap produced a fine array of types. From Marcs' 1927 Austin to Scott's Hispano and J. W. Pinner's 1922 40/98 Vauxhall with assorted Bugats, Rovers, Bentleys and Powers Mercedes-Benz adding to the picture. Peter Birnie drove his nice old OM which had an exhaust note strangely like a half the vintage even when firing on all its cylinders. Marcs' Austin went off bravely in company with the Rovers, Cobbs and Treen and Marr's Aston Martin, Gibbs going into a good lead. The three Bugats of Jackson, Bonfield and Harrison made nice noises. Blomley's being very smart indeed. The Haseo

struggled with a rather inked hand and the heavy metal flaps wore down all opposition. Barry's Bentley winning from Williamson's by two lengths, with Powers Mercedes third. Gibbs's Riley limped home to retire after a good run.

Event 11 was divided into three parts in the first of which Stokes laid the foundations for future leg pulling by winning a nice race with the Riley Spl. after a string dast up with Metcalfe's Fiat. Risely-Prichard came third in a very close finish. In the second part Dalton drove Simpson's MG to victory keeping ahead of the redoubtable Gammon in the 1908 ex. Midget. Kenyon again handling the BMW well to run into third place. Downing in the 1910 ex. Connaught stayed on the start and could not make any impression in the borders and Davis on the Cooper MG had to be content with fourth place.

In the final event Vaux in Morgan's Healey led away with Williamson's Bentley in front of the second wave of runners. From which position he was soon threatening the leaders, until a spot of bother at Becketts put him too far back to do anything about it. During the course of the race Barry's Jaguar came down to Woodcote at speed, seemed to lack stopping power, and shot into the sandpit, where it overturned. Happily the driver suffered only superficial injuries, but the car was badly damaged, and the subsequent rush of people across the course whilst the race was in progress was almost as alarming as the accident; everybody avoided everybody else, however. Meanwhile Haynes drove his Healey on to win, followed home by Healey's Jaguar and another Healey driven by D. H. Sessions.

Thus ended an excellent day's sport in which races followed one another with such despatch that there was lots of daylight left in which to start for home.

G. H. DIXON

RESULTS

Race 1A: 750 M.C. Formula Sports-Cars (7 laps): 1, J. B. Davidson (747 Lotus-Austin), 56.80 m.p.h.; 2, R. H. Grimsley (747 Austin), 3, F. J. Tiedman (747 Austin Later).

Race 1B: 751-1,200 c.c. Sports-Cars (7 laps): 1, G. R. Stokes (1,087 Riley Spl.), 63.00 m.p.h.; 2, J. Risely-Prichard (1,087 Riley), 3, C. Treen (1,087 Treen Riley).

Race 1C: 1,201-1,500 c.c. Sports-Cars (7 laps): 1, P. D. Gammon (1,497 MG), 68.61 m.p.h.; 2, F. C. Davis (1,467 Cooper-MG), 3, J. P. Dalton (1,350 MG).

Race 2, Formula 3 (15 laps): 1, I. Leston (Leston Spl.), 74.93 m.p.h.; 2, R. Bicknell (Revis), 3, R. Nuckey (Cooper).

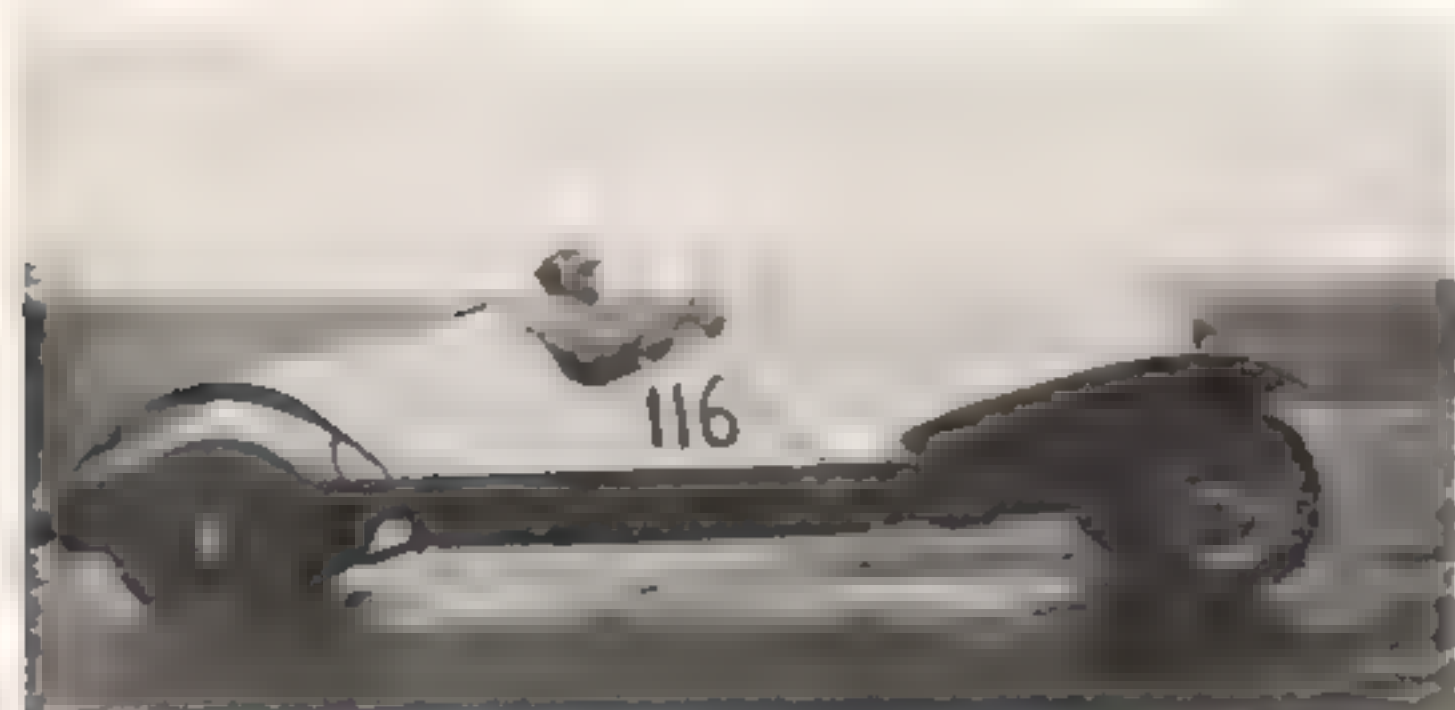
Race 3A: 1,501-2,000 c.c. Sports-Cars (7 laps): 1, T. A. D. Crook (1,971 Frazer-Nash), 69.31 m.p.h.; 2, W. A. McMillan (1,971 Frazer-Nash BMW), 3, W. S. Kenyon (1,971 Frazer-Nash BMW).

Race 3B: 2,001-2,500 c.c. (7 laps): 1, B. G. W. Haynes (2,443 Healey), 66.95 m.p.h.; 2, D. H. Sessions (2,443 Healey), 3, D. Hely (2,443 Healey).

Race 4: "Formule Libre" (10 laps): 1, N. Berrow-Johnson (1,100 Cooper), 72.50 m.p.h.; 2, T. Moore (1,810 H.W.M.), 3, K. H. Downing (1,964 Connaught).



HURRYING: Ken Downing (Connaught) making a time in the Formula Libre event after becoming at Becketts (corner on losing heat 1 lap).



GOLLY: Scott's vast Hispano-Suiza taking the right hand turn at Becketts during the unlimited sports-car race.

Silverstone Results—continued

Race 5: Unlimited c.c. Sports-Cars (7 laps): 1, J. B. Swift (3,442 Jaguar), 69.58 m.p.h.; 2, M. W. Head (3,442 Jaguar); 3, G. M. Crozier (7,892 Bentley)

Race 6: Handicap (over 2 litres) (10 laps): 1, M. W. Head (3,442 Jaguar), 72 m.p.h.; 2, B. G. W. Haynes (2,443 Healey); 3, J. B. Swift (3,442 Jaguar)

Race 7: Handicap up to 2 litres: 1

N. Berrow Johnson (1,100 Cooper), 75.21 m.p.h.; 2, R. Nacey (498 Cooper); 3, K. Downing (1,964 Connaught)

Race 8: Vintage Handicap (10 laps): 1, J. H. Bailey (4,398 Bentley), 67.3 m.p.h.; 2, J. A. Williamson (4,398 Bentley); 3, N. Powell (7,020 Mercedes Benz 5)

Race 9: Sports-Car Handicap (5 laps): 1, G. R. Stokes (1,087 Riley Spl), 62.6

m.p.h.; 2, C. le S. Metcalfe (995 Fiat), 3, J. Risely-Prichard (1,089 Riley)

Race 10: Sports-Car Handicap 15 laps: 1, J. F. Dalton (1,350 M.G.), 67.24 m.p.h.; 2, P. D. Gammon (1,998 Morgan); 3, W. S. Kenyon (1,971 Frazer-Nash BMW)

Race 11: Sports-Car Handicap 15 laps: 1, B. G. W. Haynes (2,443 Healey), 66.23 m.p.h.; 2, M. W. Head (3,442 Jaguar); 3, D. H. Sessions (2,443 Healey)

THE RHYDYMWYN SPRINTS

**M. C. Kearon (Cooper-J.A.P.) Scores B.T.D. —
E. P. Scragg (Alfa-Jaguar) Equals Sports-Car Record**



Next best were Eric Lister and Charles Foster on H.R.G.s, the latter's being the ex-Holt L.O.M. machine, much too high geared for sprint work but well driven nevertheless.

The next class (sports-cars, 1,500 c.c. supercharged or unlimited unsupercharged) saw Scragg's Alfa-Jaguar victorious by a good 2 secs. from Larrinaga's ex-Hitchings "Caddy"-Allard, now with pre-selector box, and Hugh Howorth's very fast XK 120, both of whom tied, the former just gaining the day on aggregate. Larrinaga had a very bad moment when his car overlaid at the kink, going over the line sideways at high speed and nearly hitting the timing box en route.

QUICKEST SPORTS CAR (Left)
Scragg's Alfa-Jaguar slides out of the Rhydymwyn Sprint

SOME OF THE BOYS. (Below)
Northern drivers at the Wirral 100 Club's event. (L. to R.) Ted Cunningham, Peter Reece, Mervyn Kearon (who put up B.T.D.), Barry Davies and John Cunningham

This Wirral Hundred M.C. brought another year's motor-racing at Rhydymwyn in North Wales to a close on Saturday, 11th October. Last year a meeting here had to be cancelled owing to lack of entries, so after much thought the club decided to hold two meetings in 1952, one very early in the season and one very late, just before the racing machinery is put to bed for the winter and the agricultural implements emerge. This policy has paid dividends, to wit, large entry lists and good crowds of spectators, and last Saturday's meeting had an additional blessing in the form of a sunny, if cold, afternoon.

It is with the greatest pleasure that AUTOSPORT is able to congratulate that grand sportsman and veteran Cooper driver Mervyn Kearon (veteran in the sense that he was the first northerner to own a Cooper) on taking B.T.D., with a magnificent full-power run that never looked like being beaten. Another fine time, which equalled the sports-car course record, was that of E. P. Scragg in his extremely fast Alfa Jaguar with XK 120 engine.

For the uninitiated, Rhydymwyn is rather like Prescott on the flat, the start and finish being joined by a quarter-mile straight with a nasty kink just before



the finish line. Competitors are timed on a standing lap, followed by a flying one on well-metalled road, 16 ft. wide over a total length of 880 yards.

Class one, for sports-cars up to 1,500 c.c. unsupercharged, was a gift to H. Porteous driving his home-built Ford 10-based special, which has the best built body on one of these cars yet seen

A horde of XK 120s, two of which revolved at Coppice, completed the runners in this class, but none could equal the leaders—this little course is very tricky!

The 500 c.c. racing class was a good win for M. C. Kearon (Cooper-J.A.P.), the only competitor to break 12 secs with C. A. N. May second, and a novice

HAIRPIN Tom Leigh and his Cooper at Rhysymwyn

Scott Bloor, who drove like an expert, in third spot.

Racing-cars of 501 to 1,500 c.c. unsupercharged always seems a silly class to run and is never well supported, only three starters—all sports-cars—giving Porteous another win from Foster with a very slow Fairhurst in a tank-like Ford Special third.

The class for racing-cars up to 1,500 c.c. supercharged and unlimited unsupercharged brought out again all the big sports-cars and Teddy Greenall's "Buford". Goodwin's E.R.A., Davenport's Spider and B. J. Smith and Mrs Joy Cooke, who shared the driving of the 1,098 blown Turner, which was most slow and missing badly low down.

Goodwin took the class in record time, but found the E.R.A. a handful, especially under fierce braking. However, with more experience of this car, records will fly! Scrags was very fast indeed, going round quicker than a sports-car has ever been; pity this was a racing class! Basil Davenport with the Spider was third man; news here the old GN engine is to be short-stroked and blown—and at its time of life, too! Good luck, Basil, we wait with bated breath!

To finish the meeting, the Wirral Hundred Club always run three pursuit races over four laps for the six fastest cars, with two cars on the track at once at 20 sec. intervals. In race one C. A. N. May (Cooper) won from Kearon (Cooper) after the latter had miscalculated the number of laps; time, 2 mins 39.6 secs.

Race two was between H. Howorth



(XK 120) and E. P. Scrags (Alfa-Jaguar), and was won by the Alfa in 2 mins. 46.2 secs. Race three brought B. H. Davenport (Spider) and J. Berry (2,300 c.c. Bugatti—the ex Allan-Arnold car) together. The Spider revolved on lap three and stalled its engine, letting Berry win in 2 mins. 52.9 secs.

Thus ended a grand meeting, with spot on timing and organization, which is expected of and always given by the Wirral Hundred Club under the capable direction of R. W. Francis.

FRANCIS PENN

RESULTS

Sports-cars up to 1,500 c.c. unsupercharged: 1, H. Porteous (Ford Spl.), 1 min. 29.4 secs.; 2, E. Lister (H.R.G.), 1 min. 32.8 secs.; 3, C. Foster (H.R.G.), 1 min. 35.3 secs.

Sports-cars up to 1,500 c.c. super-

charged and over 1,500 c.c. unsupercharged: 1, E. P. Scrags (Alfa-Jaguar), 1 min. 24.4 secs.; 2, R. A. de Lattinaga (Cadillac Allard), 1 min. 26.7 secs. (aggregate); 3, H. Howorth (XK 120 Jaguar), 1 min. 26.7 secs.

Racing-cars up to 500 c.c.: 1, M. C. Kearon (Cooper), 1 min. 19.8 secs.; 2, C. A. N. May (Cooper), 1 min. 21.2 secs.; 3, Scott Bloor (Cooper), 1 min. 22.8 secs.

Racing-cars, 501-1,500 c.c. unsupercharged: 1, H. Porteous (Ford Spl.), 1 min. 31.4 secs.; 2, C. Foster (H.R.G.), 1 min. 34.5 secs.

Racing-cars up to 1,500 c.c. supercharged and over 1,500 c.c. unsupercharged: 1, W. Goodwin (E.R.A.), 1 min. 22.2 secs.; 2, E. P. Scrags (Alfa-Jaguar), 1 min. 23.6 secs.; 3, B. H. Davenport (Spider), 1 min. 25.1 secs.

FALCON'S FOURTH A.G.M.

THE A.G.M. of the Falcon Motor Club took place at the Club Headquarters, The Crown and Falcon Hotel, Puckeridge, on Wednesday, 8th October. After the usual reports by the officers concerned, the following were elected for the ensuing year:

Chairman, H. W. Tucker-Peake, **Secretary,** Mrs. E. D. Chiles, **Treasurer,** J. E. Jarman, **Sports Secretary,** D. A. Chiles, **Press Representative,** J. Tucker-Peake, **Social Secretary,** N. Bow, **Committee,** R. Smart, P. Elbra, Mrs. H. W. Tucker-Peake, C. J. Smith, and P. C. Harper.

A short film of the Club's recent Rally in the Cotswolds area was shown proving of interest to all. The next event will be the Night Navigation Trial starting at Hitchin 185292 at 10 p.m. on 18th October. Invitations to the Gun

Hawkes Trial, to be held on 2nd November, are extended to the London M.C., Herts Auto and Aero, "Berko," Chiltern Car, Kentish Border and Sporting Owners' Clubs.

From the point of awards, this trial will be divided into two classes: (a) those running to existing formula, and (b) those conforming to the new formula. Regulations are obtainable from D. A. Chiles, 16 Owles Lane, Buntingford.

WINDSOR C.C. FILM SHOW

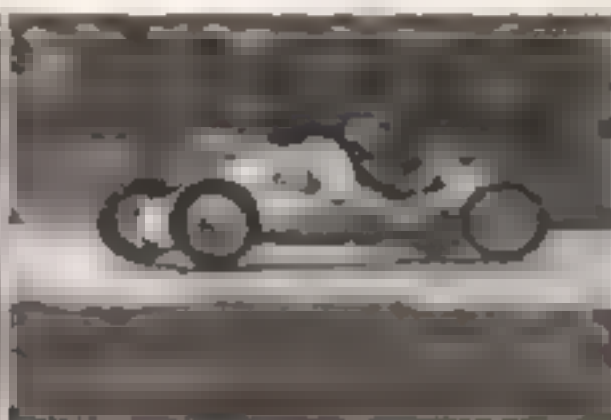
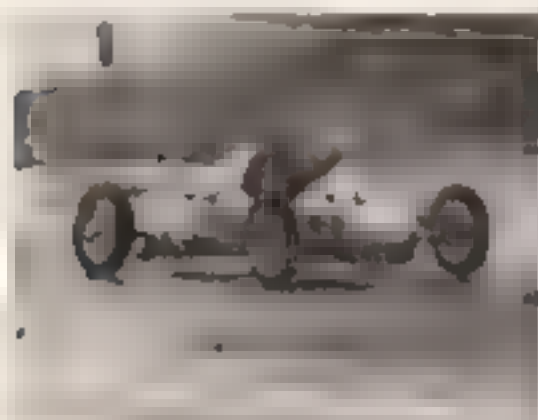
THE Windsor C.C. will be holding a film show in the Assembly Room of the Castle Hotel, High Street, Windsor at 8 p.m. on Tuesday, 4th November when some of the latest "Esso" racing films will be presented. The club's hon. secretary is E. Norton, 21 Westlands Avenue, Slough, Bucks.

NEW SURREY CLUB MEETING

MEMBERS of the new Surrey Sporting M.C., which is open to both motor-cycle and car owners, have arranged to meet at the Queen's Head, Nutfield (on the main Redh. Godstone Road) on Thursday 23rd October at 8 p.m., when all interested enthusiasts will be welcomed. Details from R. M. Gayle "Little Combe", Longfield Road, Dorking.

LEICS C.C. CARNIVAL DANCE

WEDNESDAY, 29th October, is the date of the Leicestershire C.C.'s Grand Carnival Dance, from 9 p.m. to 2 a.m. at the Bell Hotel, Leicester. Tickets may be had from H. H. Mayes, "Willoughby", Leicester Road, Narborough.



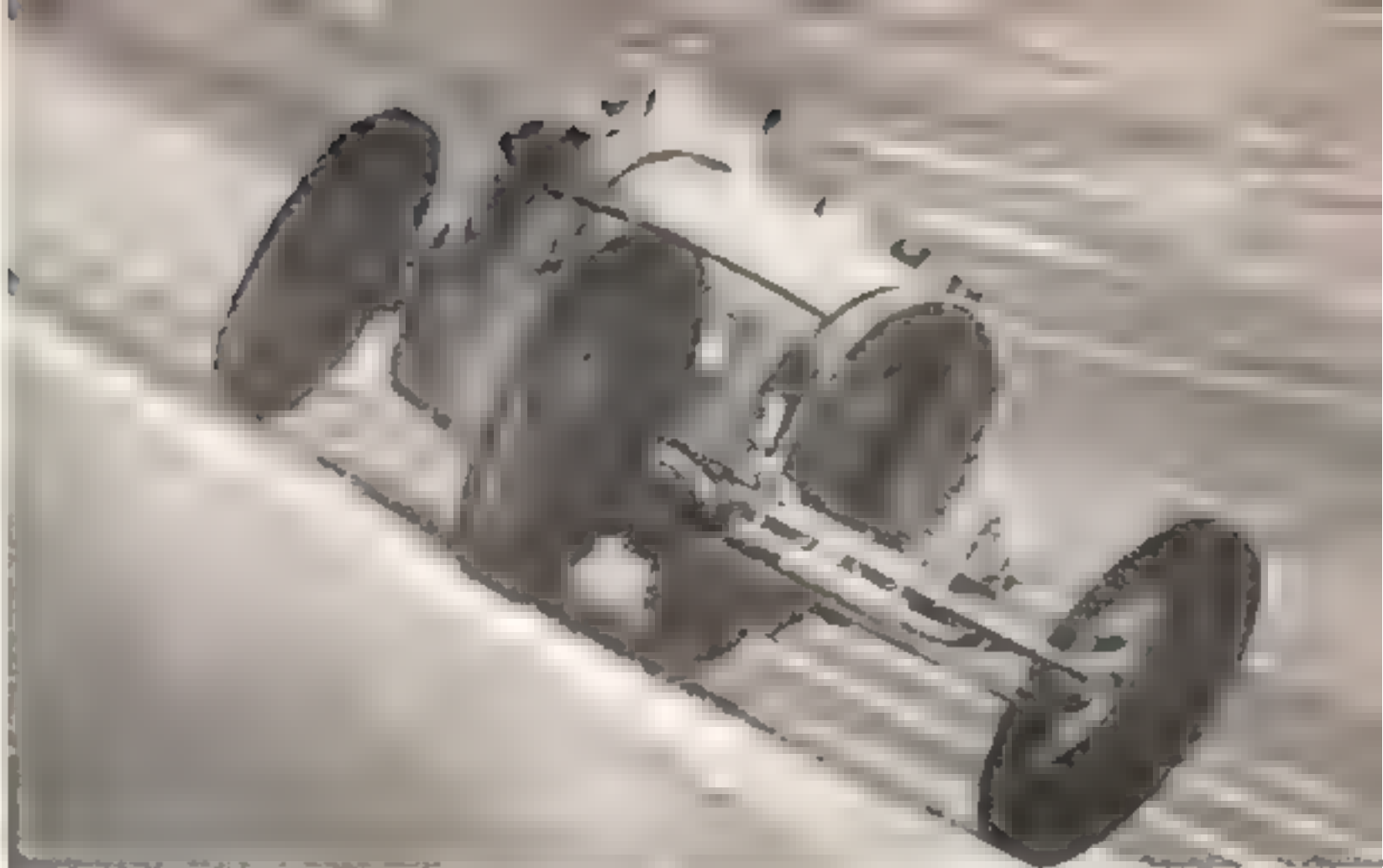
QUICK, QUICK, SLOW Charles Headland doesn't need Victor Sylvester to teach him to waltz in his Kieft—an Abbey Curve incident in four stages during a 1952 Silverstone meeting

PAST GLORY. Count Czaykowski winning the 1933 British Empire Trophy race on the Brooklands outer circuit with his 4.9-litre Bugatti. The loss of the Weybridge track for high speed testing is still keenly felt

TEST TRACK

By

JOHN BOLSTER



MANY AUTOSPORT readers will remember going to Brooklands to watch the racing. That place had an atmosphere all its own and most of us loved it dearly. There are numerous enthusiasts who will mourn its passing till the end of their days.

It is not as a race track, however, that the old Weybridge track is so sorely missed, but as a tuning centre *par excellence*. It is, admittedly, possible to convert an airfield into some sort of a road circuit, but for working an engine up to maximum performance, nothing could be less convenient. The most obvious disadvantage is that one has to keep braking for the corners. Now, the brakes of the car may well be in perfect condition for the race, yet before the engine is run-in, tested, and pronounced fit for battle, the linings and drums will have taken an unmerciful caning.

Another point is that it is difficult to make absolutely fair comparative tests of various settings, because so many things affect the lap speed. It is more than likely that, as the driver warms up and gets fully acquainted with the circuit, he will automatically turn in better times. Such imponderables as this render airfield tuning a rather approximate business.

Much more serious is the impossibility of attaining a fast car's maximum speed. It may well be that a machine which shows no weakness on a 'drome will run into all sorts of troubles when it is introduced to a fast Continental circuit. Correct carburation demands a "clean cut" at full speed on top gear, and a short runway is not really the place for such capers.

Without wishing to make the mouths of the new generation water, or to be too unbearably nostalgic for my own contemporaries, let me tell you what it was like to tune a car at Brooklands. Naturally, you could give the motor as much gun as you liked, for as long as you liked, until you had the result you wanted. Then you could switch off and coast to one of the strategically placed tuning bays, where you could work without getting in the way of other cars. Should it rain—and even in my rose-coloured mood I must admit that it sometimes did—you adjourned to the covered paddock stalls and carried on in comfort.

For those who did much work at the track, there were private sheds to be hired. Many people almost lived in these, and the amount of late-night struggling and striving was phenomenal. Perhaps the most important part of the set-up was the presence of excellent workshops and mechanics within the perimeter of the concrete. The most famous of these were the establishments of Thomson and Taylor and Robin Jackson. In

spite of being immensely busy, the experts of "T. and T's" or "The Robinery" always seemed to find time to sort out the troubles of even the most insignificant entrant. All sorts of exciting things went on behind the closed doors of these shops, and it was at "T. and T's" that the incomparable Reid Railton brought his brilliant designs to fruition, as also did Parry Thomas in earlier years.

Some mechanics are fine drivers, but others do not aspire to the cornering art; nor is there any valid reason why they should. At Brooklands, it was not necessary for first-line drivers to be in attendance during all the preparatory work, and it was normal for the running-in and at least the preliminary tuning to be done by the spanner experts. Naturally, all these advantages made the preparation of a car a much quicker job, and it is quite likely that our current racing machines would be further advanced and more reliable if the old track had been available for their preparation.

Of course, Brooklands had its disadvantages. It was a little too near to civilization, and consequently the hated special silencers and fishtails had to be fitted. These were an infernal nuisance, and though they had no apparent effect on some engines, they did appreciably reduce the power, or at least alter the mixture settings, of others. Curiously enough, some cars were actually noisier when so equipped than when exhausting through a straight pipe!

Another unfortunate manifestation was the somewhat autocratic attitude of the clerk of the course and his satellites. Discipline is a good thing in moderation, but there was a tendency to treat drivers and entrants like naughty schoolboys. Actually, the British Racing Drivers' Club was originally founded to protect the competitors from these officials, though our premier organization has certainly gone a long way since those far-off days.

This is not a very constructive article. It is most unlikely that another Locke-King will ever spend his fortune on a concrete saucer for us. Poor old Brooklands lies broken and dishonoured beside the river Wey, and I, for one, cannot bear to go there, since all those happy pre-war memories are now so poignant. Away with sentiment, however, for it is to the future that we have to look.

The test bench is essential for early engine development, and the aerodrome has its value too. The absence of a real high-speed track is a great handicap, though, and I cannot at present see any solution to our problem.



Charterhall Race Meeting

11th OCTOBER

INTERNATIONAL TROPHY RACE

Formula II

1st	DENNIS POORE	CONNAUGHT	80.89 m.p.h.
2nd	K. McALPINE	CONNAUGHT	
3rd	M. OLIVER	CONNAUGHT	

INTERNATIONAL SPORTS CAR RACE

Unlimited Capacity

1st	IAN STEWART	JAGUAR XK120c	77.50 m.p.h.
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OR ENTERED BY SCOTIA TOURING CLUB

Supplied by Esso at the race



ALSO USING ESSOLUBE MOTOR OIL

Exactly the same as you can buy at your local garage

WESTON II!

M.G.C.C.'s Second Weston Rally Won by Maynall (TD)—
Frost Worries Competitors in All-Night Section

THE M.G.C.C.'s second Weston Rally on 10th/11th October proved something of a marathon, in which few competitors retained clean sheets after a road section including an all-night drive in that worst of all bad weather conditions, a combination of mist and a keen frost. J. E. O'Hanlon (Renault) set a high standard, reaching Weston-super-Mare without the loss of a single mark, but in the final tests R. E. Maynall (TD) put up an astounding performance—a clear eight seconds faster than the next best—which put the Nuffield Cup on his sideboard until next year.

Two-thirds of the 129 entrants chose the Stratford-on-Avon starting point, so, with a total of only eight non-starters, the grounds of the Welcombe Hotel were fairly crowded on Friday evening. Naturally enough, Abingdon products predominated in the array of vehicles and, as the thermometer was dropping fast, duffle-coats, sweaters and sheepskin liberty bodices were much in evidence. The route for Stratford starters was by way of Redditch, Kidderminster, Bridgnorth, Shrewsbury and Llangollen to Bala, where they joined the Manchester men, who had come through Chester, Colwyn Bay and Bettws-y-Coed. Thus united, the entire field spent the night in some of the wilder parts of Wales, returning to Stratford for breakfast in the morning.

This seemed a comparatively simple proposition, but Roger White-Smith and his merry men had apparently co-opted Jack Frost onto the Committee. The mist formed sheets of ice on unheated windcreens, and the maintenance of a set 30 m.p.h. average entailed undue reliance on lucky stars—none of which was visible at the time. In one of several "incidents", Caleb Griffiths left

MARINE PARADE
Weston-super-Mare where London Rally winner Johnny Ray (Morgan Plus Four) negotiates the first of the eliminating tests

the beaten track in his 1½ saloon, and 42 cases of late arrivals at controls were notified. Jim Readings (1½ saloon), last year's premier award winner, unfortunately had to retire because his wife was taken ill.

Most of the confusion centred on Abergavenny, where the control was hidden in a driveway. Bearing in mind Jackie Reece's fate in the recent London Rally—he was shut in a shed by an irate farmer—the drivers were loath to trespass on private property, and some spent as much as half-an-hour searching for the marshal. The apparent absence of a prominent control flag was criticised by many, who reached the approximate location with time in hand, but were late when they eventually managed to clock in.

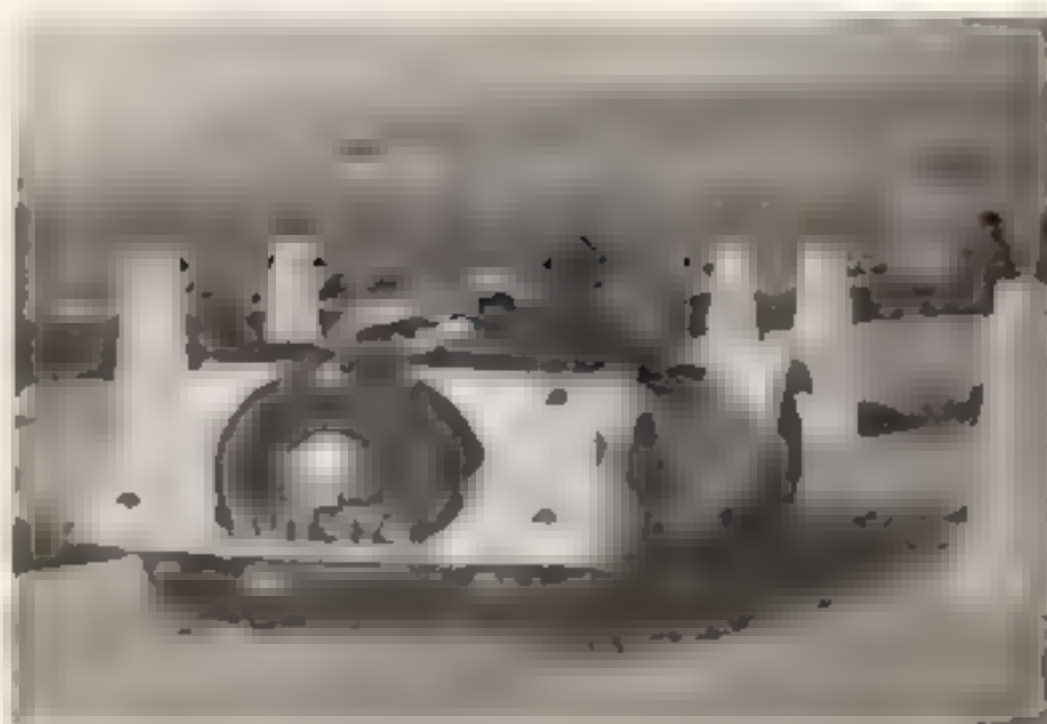
After breakfast the survivors of the night section set off for Winchcomb, passing through a secret check at Broadway. Five miles from Stratford, however, Denis Scott (TD) had to stop to investigate an unhealthy clatter under the bonnet and on re-starting poked a rod through the sump. Prescott followed, where each competitor made a timed climb of the hill, with penalties for those who exceeded their class average. Class 1 was headed by A. S.

Lusty (TD), who climbed in 57.8 secs. Class 2 by T. G. Cunane (Jowett Javelin) with 60.8 secs., and Class 4 by A. D. Mackay (Sunbeam-Talbot), who was one second slower. Harry Sutcliffe's Clacton Rally-winning Mille Miglia Frazer-Nash topped Class 3 with a climb in 53.8 secs.

On six-figure map references, each with an approach reference, the next part of the route was a devious one through Withington, Bassett Down, Highbury and Cheddar to Weston-super-Mare. The organizers managed to score six penalties for wrong approach at Cheddar and 11 at Withington on arrival at Weston, however, they caught out 18 competitors who came to the wrong end of the Marine Parade. Here in the same bright sunshine which had warmed the hearts and limbs of all after the chilly night, the final tests were held.

These comprised a complicated pylon affair, a wiggle-woggle, two boxes, a single pylon, and a parking test, the whole to be undertaken in one fell swoop. Allowing for the fact that these manoeuvres were preceded by a 47½ mile drive, some of the swoops were remarkably fast, but the parking test caused a surprising amount of trouble. Geoff Holt (TD), Alan Hopkinson (TD), A. S. Lusty (TD), and H. M. Denton (TD) all made good performances, only to have them nullified by a hefty "kerb" penalty. J. H. Ray (Morgan Plus-Four) and A. C. Whatmough (TD) were also fast, but became involved with pylons, and R. J. Alan Webb (Hillman Minx) had to contend with two dogs on the course. Everyone said "Half shaft!" when E. J. Nutter (Sunbeam-Talbot) came to an explosive halt at the single pylon, but it proved to be only a matter of gear-lever linkage.

To alleviate possible boredom for the spectators, K. F. Lee's co-driver took his partner's 1½ saloon wider and wider at the wiggle-woggle, until it finally hit the sea-wall with what can only—if apologetically—be described as a sickening crunch. A little later, Sutcliffe gave a gay, snaking, tyre-smoking demonstration, the white Nash obviously having power to throw away. Very pleasing were the performances of J. H. Brooks (TD), with 87.6 secs., and C. G. Faxon



VETERAN of many trials and rallies Ken Scales (TD) is seen here ascending Prescott hill during the Weston Rally.

FULL STOP—The sea wall at Weston proved more effective—if more damaging—than straw bales when K. F. Lee's co-driver lost control in the wiggie woggle

(TD), 86.2 secs., while for a saloon O'Hanlon's little Renault showed up well at 95.0 secs., but no one could match Maynall's time of 78.4 secs.

WILSON MCCOMB

PROVISIONAL RESULTS

Nuffield Rally Challenge Cup and Replica: R. E. Maynall (M.G.) (Co-driver, P. J. Wray), 88.4 marks lost

Open Cars, under 1,500 c.c.: J. H. Brooks (M.G.), 88.6 marks lost

Closed Cars, under 1,500 c.c.: J. I. O'Hanlon (Renault), 95.0 marks lost

Open Cars, over 1,500 c.c.: A. G. H. Wood (Jaguar), 102.4 marks lost

Closed Cars, over 1,500 c.c.: K. B. Lindsay (Frazer-Nash BMW), 106.8 marks lost

Specials: P. M. Appleton (Buckler), 106.2 marks lost

Team Awards: Appleton-Mayall, aggregate 194.6 marks lost

"BERKO" ACTIVITIES

THE Berkhamsted M.C. and C.C. wound up its summer season on Saturday, 4th October, with informal speed trials at the club's sprint course at Tewin Water, Herts. It was a members-only meeting, but a varied entry was received, and good weather added to the pleasure of an enjoyable afternoon's sport. Chief results for the quarter mile are: **Sports-cars up to 1,300 c.c.:** W. Williams (750 Austin S), 17.8 secs. **Sports-cars, 1,500 c.c. and over:** Kemp (Jaguar), 17 secs. **Saloons up to 1,500 c.c.:** P. Verdier (1,172 Ford), 23.8 secs. **Saloons, unlimited:** Maskell (Alvis), 21.3 secs. **Best time by lady driver:** Mrs. M. V. Mayne (M.G. TC), 26.2 secs. **Best time of the day:** P. Bone (500 Triumph)

For Sunday, 19th October, the club has arranged a Treasure Hunt, starting at the Stonehouse, Hatfield By-Pass, at 2.31 p.m. The distance will be 35-40 miles, maps may be used (Nos. 147 and 160 O.S.), and tea will be available at the finish. Entries will be accepted at the start or, preferably, should be posted to M. W. Todd, 253 Stockingstone Road, Luton, Beds. Other fixtures in the near future are the visit to the Vauxhall works at 1.45 p.m. on Wednesday, 22nd October, and a "Noggin and Natter" at The Three Hammers, St. Albans, at 8 p.m. on 29th October

HORSHAM AND D.M.C. AND L.C.C. EVENTS

A RECORD entry of 66 competitors took part in the club's Jackson and Lailla Road Trial on 5th October, which was won jointly by C. G. Carpenter (Austin) and E. G. Smith (Morris). First-class awards went to J. R. Acock (Austin), T. Argent (Ford) and G. A. Robins (Vauxhall), and second class to C. W. Wood (Ford) and F. Masefield Baker (Jowett)

The last road trial of the year will start from Guildford Road at 7 p.m. on Thursday, 13th November. Regs may be had from E. G. Smith "Merlewood", 20 Guildford Road Horsham



HERTS COUNTY TREASURE HUNT

TOMORROW evening, 18th October the Herts County Automobile and Aero Club will stage another of its motorised Treasure Hunts, starting and finishing at Panshanger Aerodrome between Hatfield and Hertford. The event starts at 7 p.m. and intending competitors should report at the London Aeroplane Club not later than 6.45 p.m.

No competition licences are required and the event is open to members of the two above-mentioned clubs

EIGHT CLUBS' FIRST EASTBOURNE RALLY

THIS evening at 7.30 p.m. the first competitor will be leaving the Stone House Hotel, Hatfield, to follow the 100-mile route of the Eight Clubs' first Eastbourne Rally. Determined to find a winner on the road section, the organizers have planned a complicated route divided into seven sub-sections with much map-reading, a night driving test and a regularity test. They are equally determined, however, that no reckless driving shall take place, to

which end there are secret checks with disqualification for those averaging more than 40 m.p.h.—penalties for damaged coachwork, and an overall set average speed of 28.8 m.p.h.

The final tests will take place tomorrow afternoon, on the King Edward Parade, Eastbourne, and later an informal party will be held at the Albion Hotel, Eastbourne. An entry of 63 has been received to date for the four capacity classes. Awards include class prizes, awards of merit, inter-club awards, prizes for the best navigators, and, of course, the Eastbourne Trophy and replica

MORGAN THREE-WHEELER RUN

THE Morgan Three-Wheeler Club (North-West Group) has planned a "Surprise Run" for its members, starting at 10 a.m. on Sunday, 26th October from Mere Corner on the main Manchester Chester road. Teas will be available, but participants are advised to carry packed lunches. Details from S. G. Withers, 3, Knypersley Avenue, Dialstone Lane, Stockport

A Busy Night—continued from page 494
Poll"—the latter with a fork. A contraption of cogs and pulleys was exhibited as "Complicated Political Machinery". The nature of the exhibits branded "Canvas" and "Party Plank" is too obvious to explain, as also "Poll Axe". The theme developing, it emerged that Holland Birkett (the present Club Chairman, who is a Veterinary Surgeon in the time he can spare from making Austin 7s go faster than seems either possible or reasonable) was offering himself for election as Precedent. A poster on the wall said "It is your duty to vote. Don't shirk it: vote for Birkett". Each competitor was handed a voting paper which gave the names of the three candidates: Cowdoc, R.S.P.C.A.; Birkett, H.; and Austin, H. O. T. I managed to pinch the ballot papers, and can now reveal

the following statistics: as yet unknown even to Holly himself: Birkett 12, Cowdoc 7, Austin 7 (which seems appropriate), Birkett: majority 5. Spoiled papers 22. 75 per cent of the electorate voted (after a fashion)

So back to Escot Park for a welcome breakfast and the provisional results. Opinions among competitors ranged from those who had found it less difficult than they had expected to those who had been totally nonplussed by it, all agreed that it was flawlessly organized and excellent entertainment. To this I would add that it was without a doubt the most comprehensive test of night navigational ability yet devised. All the more credit, therefore, to Theo Sanders (Morris Oxford) who won it with the loss of only 71 marks. The detailed provisional results were given last week

Correspondence

Dogs on the Track

I FEEL I must bring to your notice a rather serious state of affairs which was allowed to develop during the recent race meeting at Castle Combe.

I am mechanic to Leslie Marr, who drives a Connaught and during the course of my duties I must say that I have never seen so many dogs at a race meeting before. This may have been due to the fact that admission to the meeting was only 1s. to spectators and included many local folk, who are not regular car-racing spectators, and who are not conversant with the usual "No Dogs" rule. Admittedly, most of the dogs were on leads but it is possible for a dog, especially if a large one, to slip his lead. However, even worse was the fact that I saw a dog running loose not more than six yards from the track with no fencing or partition to prevent him from wandering on to the course. I approached the owner asking him quite politely if he could put the dog on a lead and quietly pointed out the danger. The owner's reply was that he could do nothing about it because he had not brought the dog's lead with him and further advised me not to worry because his dog would not leave him for two minutes. Within the next five minutes I saw the same animal running amongst the crowd, looking for its master.

Surely the stewards or marshals should have tried to prevent this risk to life and limb?

Now, having registered my protest, may I give a little praise and credit to whoever was responsible for obtaining the services of the R.F.M.E. Light Aid Detachment who were on duty in the paddock, fully equipped to do any repairs, including welding, and all very keen types anxious to do their stuff. Oh!—that these lads were in attendance more often.

D. EDWARDS

LONDON, N.W. 9

All Out for a Road Circuit

IT is an accepted fact that motor racing in this country is now enjoying a much greater following than ever before, and in view of this I feel that a high priority but a supreme effort be made to obtain a permanent Road Circuit.

A year or two ago Raymond Mays made a personal attempt to regain the use of Donington but was unsuccessful and I understand that the proposed use of Crofton Park near Chester has been shelved for the present. It is true that all enthusiasts appreciate Goodwood and Silverstone but they can never be classed as road circuits.

I feel sure that if the R.A.C. would take this matter in hand they would get co-operation from all enthusiasts throughout the country.

I would take this opportunity of expressing the view that I consider that the northern enthusiast has had a very raw deal, particularly this season, as with the exception of Scotland there has been little or no racing north of Silverstone.

JOHN H. FARRAR

NORTHOWRAM, YORKS

Bookies at Racing

I AM sure the vast majority of people at race-meetings entirely support Mr. E. Backwell's plea to eject bookies from race circuits.

Motor-racing will never decline to the "bottom dead centre" of horse racing, where the joy of watching the beautiful action of a racehorse has been completely displaced by the fascination of "filthy lucre". But the atmosphere, which at the moment is purely an "enthusiast-atmosphere" could be seriously impaired. It was almost disgusting to see in the Goodwood programmes the note at the foot of each page about the paying-out of bets.

I hope AUTOSPORT will do its utmost to prevent one of the few genuine sports left from becoming yet another means of gambling.

R. F. CULMAN

OXFORD

Medical Certificates

I THINK now is the time to make the following suggestions.

I keep, and have always kept, my medical certificate in a proper wallet, but after only a few meetings I found that it was getting torn and dirty and in a generally bad state.

When one applies for a competition licence, the medical certificate should be sent to the R.A.C. and they should make provision on the licence itself for blood group and all essentials to be entered thereon. Undoubtedly some snags might arise, but I am sure an improvement could, and should, be made.

CLIFF DAVIS

LONDON, W 12

Those Fins

EARLIER users of the horizontal fin type of splashguard than those mentioned by Messrs. Ivory and Langrishe, include the original Auto Union, or P-Wagen as it was then known, for its trials at Monza in 1933, and the wonderful old Maserati driven by Whitney Straight in the 1934 International Trophy race.

G. E. H.

TUNBRIDGE WELLS

Aston Martin's "All Time" Guarantee—And a Tail-Piece on Those Fins

IN your review of the Paris Salon, John Bolster says that "Pegazo and the old Bentley company are the only manufacturers who ever 'dared' to give a five-years guarantee. That may be so—I don't know—but does Mr. Bolster remember that Aston Martin, when under the management of A. C. Bennett in the early twenties gave a guarantee valid for all time with the sole proviso that the vehicle remained the property of the first owner. This promptly one to wonder if there is any 'International' car in the hands of its original owner and if so whether David Brown is able to honour the guarantee.

A tail-piece to the recent issue of AUTOSPORT is the question of "those mysterious fins". Surely these were first used on the 1926 14-litre Delages? This shows up the youth of Mr. Langrishe.

LONDON, W 5

INMAN HINTER

Recognize the Three-Wheeler?—No!

IN reply to E. Backwell of 10th October issue, who states that he thinks it is about time that three-wheelers are allowed on the track, perhaps a few schoolboys might find some amusement in racing them around the park, with the park-keeper in hot pursuit. All due respect to B.S.A., Morgan and Bond Minicar—but can you imagine a new Stirling Moss or Mike Hawthorn graduating from one?

I should think E. Backwell would find more enjoyment on the floor with a toy B.R.M.

TELDINGTON, MIDD.

YVONNE TRANISCH



Recognize the Three-Wheeler?—Yes!

I SHOULD like to endorse Mr. Backwell's plea for recognition of the three-wheeler in competition motoring. Two months ago I exchanged a M.G. PA for a 'Bond, the reasons being impending matrimony coupled with a desire to keep motoring. While watching the pylon tests in a recent U.A.C. trial I suggested that my Bond could be quite versatile in such a test and was confronted with: "Sorry, old man, you are no longer a car so far as we are concerned, but a motor-cycle and side-car!" Does this mean that I can never compete with other cars until mine has grown an extra wheel?

There are certainly enough three-wheelers in Ulster to justify the formation of a group to promote interest in competitions for this kind of car and I should very much like to hear how other triecyle owners feel about it.

C. M. D. SCOTT.

BANGOR, CO. DOWN

MAY I be allowed a little space in which to answer the latter part of Mr. Backwell's letter in ALTUSPORT of 10th October? There are two main reasons for the absence of three-wheeler races, viz., (a) the attitude of the A.C.U., who govern this section of the sport, in insisting that the three-wheeler is, for all practical purposes, a racing "chair" and, therefore, must carry a passenger, both he and the driver to wear full racing leathers; and (b) the rival attractions, to those interested in motor racing *per se* (rather than in the vehicle itself), of motor-cycle or Formula 3 racing, which reduces the number of potential entrants anyway.

While snag (a) does not appear to deter that small but very enthusiastic band who will race three-wheelers come what may, it just about kills the quite reasonable potential entry from the owners of any fairly potent Morgan as shown by the fact that, in our sprint meeting of 1950, where the A.C.U. relented over the passenger question, we had an entry of over 40 from our very scattered membership.

While a full-scale road race is, for the moment, out of the question, it is the intention of the Club to encourage three-wheeler speed events, to which end we hope to run another sprint meeting in 1953, as this is likely to appeal to the greatest number of members.

At the same time, it is the writer's personal view that a short race of about 15 miles at, say, Silverstone, would prove most interesting and would probably include some lap times at least as good as those put up by comparable four-wheeled cars in the recent Relay Race.

If, by co-operation with a car club, such a race could be included in a car meeting, I have been assured of at least six or eight entries provided that we could prevail upon the A.C.U. to allow us to run under the same conditions as the sports-cars, a request that can hardly be said to be unreasonable.

There is thus a hope, though very slight, that the hopes of Mr. Backwell (and many others) may be realized.

R. G. DAVIES.

HON. COMP. SECRETARY, MORGAN THREE-WHEELER CLUB, WORCESTER

Form an Austin Owners' Club?

WHAT a terrific shame there isn't an Austin worshippers' car club of any sort. With all the 7s, Specials, A30s, 40s, 70s, 90s, 125s and 135s you would think there would be enough people who would get together to form a club, of

which I would be one of the first to join. I know there is a 750 Club, but there must be hundreds of motor-racing fans who are A40 owners in particular and who, I am sure, would get a lot of fun from rallies and so on.

We shouldn't need to charge too much "lolly" for membership as there are hundreds of Austin owners.

JIM ASH

HASLEMERE, SURREY

Who are the Best Drivers?

WITH reference to the correspondence about who are the best drivers (which, given its head, might run longer than even the great chain-drive controversy), I am surprised that the name of Giovanni Bracco has not been mentioned so far. It is true that he does not appear in G.P. racing, but his performances in Italian sports-car races have been fantastic, culminating in his second place in the Mille Miglia last year with the Lancia Aurelia and his win this year after one of the most terrific drives ever.

As Mr. Bratt says, it is practically impossible to pick out the best dozen in order of merit, as many of the possible contestants never meet on equal terms. Then there are those drivers who are outstanding on one particular circuit, for example, Taruffi on the Bremgarten circuit.

It is a great pity we never see anything of such drivers as Bracco over here—people like Cabianca, Sighinolfi, Scotti, and the Marzotto brothers. Then I would like to see a bit more of Eugene Martin—most impressive on the opening lap of the G.P. d'Europe at Silverstone in 1950 on the works Talbot. Also something of John Fitch from the U.S.A. and some more of our own Ian Burgess—a most promising young driver in my opinion, and stylish to boot. Where has he got to these days?

PATRICK KELLY.

HARROW, MIDDLESEX

That New British Engine

MR. T. BARRACLOUGH asks "are we letting our enthusiasm run away with us?". Run away with us! The enthusiasm so far evinced (and by this I mean the practical enthusiasm of financial support for a new British engine) wouldn't run away with pussy.

I must also protest against the statement that supporting clubs or associations are a handicap to the various firms concerned. We are not talking about managing committees, but supporting clubs and as I said in my letter in the 26th September issue of ALTUSPORT, the idea is money with no strings to it.

It surely goes without saying that Heath, Abecassis, Cooper, Kieft, McAlpine and their advisers can do and will do, the best that can be done—but will these individual beats be good enough without financial assistance? I hope so—how I hope so—but I am left wondering.

Mr. H. L. Crisp has a point in his suggestion for a B.M.R.A., but this would inevitably mean deploying the available assistance on too wide a front, which would achieve nothing, though any method enabling the layman of limited means to support the sport is worthy of consideration, whether his money folds or rattles.

P. DENDY.

CHELMSFORD, ESSEX

More Correspondence on page 512

EFFICIENT ENGINE PREPARATION

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★
Mr. Ray Salcedo's engine in course of preparation for the Daily Express Production Car Race 1952 (1000 cc 2 litre race) in the test bed at ANTHONY CROOK MOTORS.
★



NOTICE: This page contains information of interest to members of the R.A.C. and is not to be used for advertising purposes.

NEWS FROM THE CLUBS

NOTICE: This page contains information of interest to members of the R.A.C. and is not to be used for advertising purposes.

WORCESTERSHIRE TRIAL

THE Hagley and District L.C.C.'s Worcestershire trial was held on Sunday, 5th October, and attracted 24 entries, of which 21 started. The weather was warm and dry, and one or two competitors were seen driving in their shirt sleeves, an unusual trial sight.

The competition included eight hills, of which the first David's Dilemma somewhat unexpectedly sorted out the entry, only six managing a clean climb. Blackie's Bogie came next, and included a now and awkward bump in a steep place. This proved a little disconcerting for those driving cars with heavy weight distribution at the rear. Morrish's M.G. giving a really good display of how to drive on rear wheels only.

The new hills, Berrow 1, 2 and 3, were not as difficult as expected, and were climbed by nearly everyone, tractor tactics only being necessary to overcome the exceptionally steep, but dry, surface.

After the lunch check, the Berrows were climbed again, followed by Stones, also very dry, and Noddens 1, 2 and 3, which, with their leaf mould bottom, were in better trials condition. The event finished at the Lytleton Arms Hotel, Hagley, where the results were declared as follows:—

RESULTS

Class A, Cutler Trophy: E. J. P. Reynolds (1,172 Dellow).

First Class Award: G. E. Spears (Oliver Spl.).

Second Class Award: R. J. Hawkerworth (1,172 Austin Spl.).

Class B, F. Harvey Cup: D. Hollingworth (747 Austin).

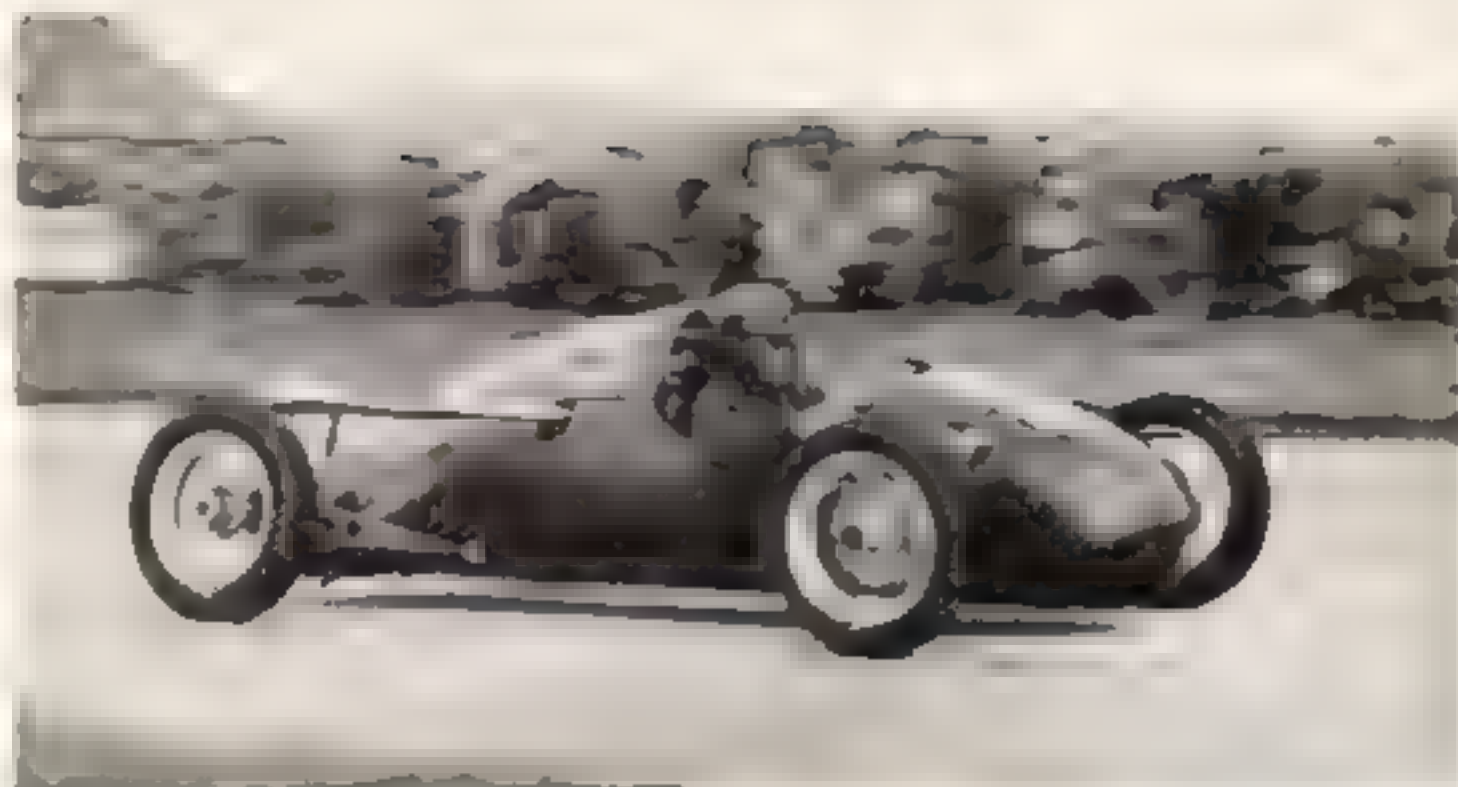
First Class Award: D. J. Hurd (747 Austin).

HARROW C.C.'s COTTINGHAM TRIAL

ON 25th October the Harrow C.C.'s annual Cottingham Trial takes place, starting from the King's Arms, Stoken church, Bucks, at 11 a.m. Details may be obtained from David H. Drew, 8 Wroughton Terrace, N.W.4, Hendon W4 5L. The trial is an R.A.C. Championship event.

THE KNOTT CUP TRIAL

THE pelting rain which marred the West Hants and Dorset C.C.'s Knott Cup Trial on 28th September caused a certain vagueness in the early results sheets owing to competitors' record cards and, in some cases, marshals' sheets becoming partially illegible. Since then careful cross-checking of the remains has produced a much more complete picture, and as a result the order in the team results is reversed, the "Southern Lights", consisting of W. H. Waring, R. W. Faulkner and A. E. Rumsitt, heading the London M.C. team of J. H. Appleton, R. Chappell and H. S.



CHAMPIONSHIP LEADER Don Parker, crouched down in his Kieft, in pursuit of Les Leston at Brough on 4th October. Parker holds a commanding lead in the AUTOSPORT 500 cc. Championship, final results of which will be announced in our next issue.

Sweeney, by a narrow margin. Fortunately the missing scores do not affect the leading positions, but B. H. Dees, whose figures for the first two hills were unavailable, gains a First-Class award on the strength of his overall performance in the Trial.

Souvenir second and third prizes for the Auto-Cross test are awarded to W. C. Cuff and P. G. Cooper, respectively. The West Hants and Dorset C.C. won the Inter-Club Team match against the Bristol M.C. and L.C.C.

SNETTERTON SPRINT

THIRTY-EIGHT members of the Eastern Counties C.C. gathered at Snetterton circuit at noon on Saturday, 4th October, for the annual Members' Sprint Meeting. It took place under a warm autumnal sky, and before a highly critical and interested crowd of spectators.

The course was half a mile in length, very slightly hump-backed, and fortunately there was no wind. Cars ran in pairs from a standing start, the "start" signal being given by a light which proved effective in avoiding false starts. Each car was permitted two runs.

The honour of Best Time of Day was hotly contested by Stan Boshier, Bill Black and the Sarginsons, all mounted on tuned XK 120 Jaguars. John Sarginson achieved the place of honour on his second run with a time of 27.1 secs. (4 sec. faster than both Boshier and Black).

RESULTS

Class A—Up to 1,100 c.c.: D. Moore (PB M.G.) 31.8 secs.

Class B—1,101-1,500 c.c.: L. Coe (Riley Spl.) 31.6 secs.

Class C—1,501-2,000 c.c.: B. Wyatt (Bristol 401) 32.9 secs.

Class D—2,001-3,000 c.c.: A. Westwood (Healey Silverstone) 33 secs.

Class E—Over 3,000 c.c.: J. Sarginson (Jaguar XK 120) 27.1 secs.

THE VESEY TRIAL

SUNBAC's Annual Closed Trial for the Vesey Cup takes place on Sunday, 26th October, over a course of about 40-50 miles in Shropshire. Starting point will be the Sandford Hotel, Church Stretton; time, 10.30 a.m. This is a combined car and motor-cycle event, and the course may vary for the two types of vehicle. Entry closing date is 16th October.

"AUTOSPORT" DIRECTORY OF THE CLUBS

NUMBER 14 in our Directory of the Clubs, covering the British Automobile Racing Club, incorrectly gave the Secretary of the S.W. centre as Gordon Holland. It is, in fact, A. I. Reid of 27 Church Street, Shirley, Southampton, Holland having resigned in June last.

SOUTHSEA M.C. INTER-CLUB TEAM TRIAL

WITH reference to our paragraph on the subject of the Southsea M.C.'s Inter-Club Team Trial, on page 444 of the 3rd October issue, the Hon. Trials Secretary wishes it to be known that the Club's application to the R.A.C. for approval of this event to take place on 5th October was not received by the R.A.C., being lost in the post, he tenders his apologies to those concerned.

TUNBRIDGE WELLS NIGHT RALLY

THE Tunbridge Wells M.C.'s Night Navigation Rally of 25th/26th October will start from the King's Head, Watlington, Kent. Clubs invited to take part are Hants and Berks, A.C. Owners, M.G. (S.E.) London, Vintage Sports Car, Brighton and Hove and the Cranleigh and District C.C. Enquiries to J. Donnelly, 1 Calverley Park Gardens, Tunbridge Wells.

HANTS AND BERKS AT CALIFORNIA

As usual, good weather prevailed at California-in-England for the fourth Hants and Berks M.C. driving test meeting, which was held there on Sunday, 12th October.

The majority of the 27 entries were sports and specials, and although the saloons were given a bonus of 10 seconds, the best saloon, an A90 driven by D. C. E. Johns, finished 10th. It was undoubtedly a good day for Ford "10" engined machines, which filled six of the first nine places.

There were six tests, all on the motor-cycle dirt-track; one being used as a tie settler, one a fast circuit with a flying finish; one similar, but with a stop astride a line; and the others involving various garages, forwards and backwards, and "wiggle-wiggles", which seemed to worry competitors more than usual, there being much pylon-clouting.

E J G M

PROVISIONAL RESULTS

1, W. J. Barlow (Buckler); 2, Michael Hopkinson (Buckler); 3, B. Waltridge (Peasmarsh Spl.); 4, Molly Hopkinson (Ausford Spl.); (Best Lady); 5, R. W. Brown (M.G. TA); 6, Mrs. N. Mitchell (H.R.G.); 7, Major C. Hunt (Hunt Spl.); 8, C. B. Hewett (M.G. TC); 9, A. M. Erskine (Ford 10); 10, D. C. E. Johns (A90), (Best Saloon).

SINGER O.C.

DINNER DANCE PARTY

The Eastern Branch of the club held their Second Dinner/Dance and party at the Louise Rooms, White Hart Hotel, Boston, Linco., on 10th October. The evening was a great success, over 70 guests and members sitting down to dinner. Later in the evening an excellent programme of music was given by the "Tuxedo's" dance band.

C. AND A. POT POURRI

ALTHOUGH heavy rain fell throughout the afternoon, 14 drivers entered the Caernarvonshire and Anglesey M.C.'s Pot Pourri run on Sunday. Clues of a whimsical nature led only seven of them to a "middle-me-ree" type of problem at Llanelgni, which gave the point of

departure on a regularity test around the rugged rocks of Holy Island. The other seven drivers got hopelessly lost in rural Anglesey. The 24 m.p.h. regularity section, which ended on windswept South Stack point (wartime radar station), was over 11 miles, and only 1 sec. out were Norman Owen, 1½-litre Riley (by Calculator), and Angus McDermid, Ford V8 (by guesswork). Deciding test was to give the dates of the Motor Show, and McDermid was the winner, just managing to give the opening date correctly. Third and fourth respectively were Wilf Blunt (Alvis), 4 secs. out, and Ron Edwards (Morris 8), 6 secs. out. Organizers of the event were Mr. and Mrs. H. D. Prichard and Glyn Jones.

SOUTHSEA M.C. PLANS

WALLY LATTER has had to abandon honorary secretaryship of the Southsea M.C., owing to business commitments, and his place has been taken by C. S. Dewey, of 43 Thurbern Road, Portsmouth. Telephone number (business) 5147. Forthcoming events include a social run, starting from the top of Portsdown Hill at 2.30 p.m. on Sunday, 19th October, a social evening at The Aero Club, at 8 p.m. on Thursday, 30th October, and a film show on a date to be arranged in November.

For the club's Arnold Trophy, the position to 1st October is: 1, A. Carminati (69 pts.); 2, C. S. Dewey (45 pts.); 3, A. C. Skipworth (43 pts.).

HORNETS IN THE MIDLANDS

THE Wolseley Hornet Special Club's first Midland Rally took place on the disused airfield at Atherstone, near Stratford-on-Avon, on Sunday, 5th October, and when the tests commenced in warm sunshine at 1.30, 18 "Specials" and several visitors' vehicles had checked in.

The five tests, all old favourites, included the Roundabout, the "Lisbon", and an obstacle race with a difference, in which members had to drive to a line, leave the car and sprint to a pile of "rags" which turned out to be a pair of pyjama trousers, a lady's night-dress and a bonnet. Having dressed in this "uniform", the return to the car and the remaining obstacles proved difficult due to a complete lack of suspension in the trousers, the original

owner of the second garment has not yet been traced.

Following the Rally, dinner at the Box Trees Café, Hockley Heath, rounded off a successful day's sport. During dinner, provisional results were announced, and bouquets were presented to the very willing four lady assistants and the Treasurer.

It is hoped that this will be the start of a series of events for Midland members. The Club would like to thank Messrs. Spence and Wright, the latter being the supplier of the Club's car badges, for their assistance in acting as judges for the *Concours d'Elegance*.

RESULTS

Concours d'Elegance: D. R. and D. J. Howdle (joint entry), (1933 Tickford Coupé).

Best test performance: 1, D. S. Denny, 2, P. and M. Way (joint entry); 3, G. Smith.

Longest distance to Rally: D. S. Denny.

Visitor's award: Mr. Mitchell (Vauxhall).

LAWSON'S SECOND STAFFORD CLARK WIN

THE Kentish Border C.C.'s Stafford Clark Cup Trial, run on Sunday, 12th October, in near summer conditions, was for the second year running won by Michael Lawson. Due to the dry state of the course, 10 competitors out of 19 starters retained clean sheets, so the result of the trial was decided on the special test, a straightforward timed climb. The three fastest times in this test were Michael Lawson (10 secs.), Tony Rumbitt (10.8 secs.) and L. Hollingsworth (11.2 secs.).

RESULTS

Stafford Clark Cup and Replica: M. H. Lawson.

Class "A" 1st Class Award: A. Rumbitt.

2nd Class: P. A. Barden, F. L. G. Notley and E. W. Vero.

Class "B": 1st Class, C. H. Harris, *2nd Class*, L. G. Hollingsworth.

Team Award: C. H. Harris, A. E. Day.

MID-CHESHIRE C.C. POINT-TO-POINT

SPECIALS are barred in the Mid-Cheshire C.C.'s Point-to-Point on 26th October, which will start at 1.30 p.m. from the Liver Inn, Rhydallt, on the Chester-Corwen road (A 50, 4). Entries for this 50-mile event should reach P. Birt, 41 High Street, Northwich, Cheshire, before 23rd October, whilst those who are prepared to marshal are invited to contact M. B. Byers, "Raidon", Chester Road, Hartford, Northwich. Owing to its proximity to this event, the treasure hunt on 31st October has been cancelled, and its place will be taken by a get-together at The White Barn at 7.30 p.m.

The annual Supper-Dance and Prize Giving will take place at Oulton Lodge Hall, Oulton Park, from 8 p.m. to 1 a.m., on Friday, 14th November. The maximum number of tickets to be sold is 120, and they may be had from H. Williamson, "Oak Lea", 26 King Street, Hartford, Northwich.



MORRISH DANCING. Alf Morrish and his MG, having fun near the top of Blackie's Bogie during the Hagley Club's Worcester-shire Trial on 5th October.

News from the Clubs—continued

THE "HIGH PEAK" TWO-DAY TRIAL

ON 1st and 2nd November comes the Sheffield and Hallamshire M.C.'s seventh High Peak Sporting trial. This is an R.A.C. "Classic" event, counting for the Trials Championship and for the B.T.D.A. Star.

The "High Peak" usually ties up with the M.C.C.'s Derbyshire Trial on the same week-end, but as the latter is not being held this year, the Sheffield and Hallamshire Club are carrying on the traditional sporting week-end alone and have for some months past been exploring and testing entirely new hills and sections. So numerous are these that it is hoped to find the winners without resorting to the usual eliminating tests.

The Trial will start at 10 a.m. on both days from the Rising Sun Hotel, Bamford, on the Sheffield-Castleton road. Clubs eligible to take part are S. & H., Lancs and Cheshire, Yorkshire S.C.C., Sunbac, West Hants and Dorset, London, B.A.R.C., and Bristol M.C. and L.C.C. The route will cover about 40 miles each day, in the Peak District.

All enquiries re regulations and entries should be made to K. G. Settle, Westgrove, Grove Road, Totley Rise, Sheffield (Sheffield 72849).

LEICS. C.C. TRIAL

SUNDAY, 26th October, is the scheduled date for the Leicestershire C.C.'s Lonsdale Trophy Trial, a 60-mile event over main and secondary roads, starting from Lee Street Car Park, Leicester, at 2.30 p.m. Entries should be sent before the first post on Thursday 23rd October to K. M. Towle, 136 Wharf Street, Leicester.

COMING ATTRACTIONS

October 17th/18th. *The Eight Clubs Eastbourne Rally*. Start, Stonehouse Hotel, Hasfield, 7.30 p.m.

October 18th. *Irish M.R.C., Ulster A.C. Inter-Club Trial*

October 18th/19th. *F. Con. M.C. Night Navigation Trial*. Start St Mary's Square, Hitchin, 10 p.m. *Liverpool M.C. Night Rally*.

October 19th. *N. Midland M.C. Hoekinson Cup Trial*. Start Devonshire Arms Hotel, Baslow, Derbyshire 2.30 p.m.

Lloyds M.C. Trial
Edinburgh Univ. M.C. Rally

Nottingham S.C.C. Autumn Cup Trial. Start, Five Ways, Valley Road, Nottingham, 2.15 p.m.

Walsall and Dist. M.C. Trial

New Swanage C.C. Trial, *Purbeck M.G.C.C. (Midlands) Trial*, *Shropshire*

Alvis O.C. (N.). Main Road Trial. Start, Crescent Hotel, Ilkley, Yorks, 12.30 p.m.

Midland M.E.C. Route-finding Trial

October 22nd November 1st. *International Motor Exhibition*, Earls Court, London.

October 24th. *Dublin Univ. M.C. Night Trial*.

N.L.M.C. ROUTE-HUNT

A "FIND YOUR WAY" competition will be held by the North London M.C. on Sunday, 26th October, starting from Hadley Highstone Barnet at 2.15 p.m.

THE POLICE AND RALLIES

THE East Anglian M.C. have forwarded copies of some interesting correspondence between themselves and their county police on the subject of the recent Clacton Rally. Prior notice by letter was given by the Hon. Sec., C. U. M. Walther, to the Chief Constable of the Suffolk County Constabulary at Ipswich, stress being laid on the fact a speed varying between 26 m.p.h. and a maximum of 28.6 m.p.h. was to be maintained, with two special sections at 24 and 22 m.p.h. By this means, the letter states, we are hopeful of avoiding any speeding or causing annoyance to the various towns and villages through which competitors will pass. . . . Trusting that these arrangements will meet with your approval.

In his reply, the Chief Constable's letter reads:

"Thank you for informing me of your rally on September 26/27."

"I cannot approve of it, as the highways were not built or intended for racing or rallying, etc., but I will give what assistance I can to see that the public are as little inconvenienced as possible."

After the successful running of the Clacton Rally, the Hon. Sec. of the E.A.M.C. wrote again to the Chief Constable as follows:

"On behalf of the Chairman, Committee and Competitors I would like to thank you and those on duty for their co-operation on the occasion of the Clacton Rally which was run on September 26-27 last."

"As I have heard nothing to the contrary I hope that I may take it for granted that the public were not inconvenienced."

WEST ESSEX C.C. BOREHAM MEETING CANCELLED

THE Competition Sub-Committee of the West Essex C.C. regrets to announce that their Members' Race Meeting at Boreham on 18th October has had to be cancelled, as insufficient entries have been received. It is believed that this is due to the extra expense arising out of regulations regarding windscreens, remould tyres, etc., and apologies are offered to all who were prepared to compete or to assist in the organization.

This year the club will hold a separate function for the presentation of awards, at 7.30 p.m. on Friday, 14th November, at the Manor Hall, Chigwell. Early application for tickets is advised, as their number is limited. Details from E. J. Morley, 4 Brunel Road, Woodford Bridge, Essex.

CLUB FIXTURES

Mid Surrey A.C. Meeting 17th October. Queen Adelaide Hotel, Farnham. Starts 6 p.m.
Bentley D.C. Meeting 18th October. Southgate Hotel, Wembley. Starts 7 p.m.
22nd October. Big Tabbot Hotel, Ripley, Surrey.
W.O. Club. Social Evening 19th October. George and Phoenix Inn, Cheshambury. Starts 7 p.m.
150 M.C. (Brooklands Area). Third Sunday Meeting 19th October. Sheer House Hotel, Bletchley. Starts 7.15 p.m.
M.G.C.C. (Northish). Film Show 20th October. Grosvenor Hotel, Edinburgh.
Welsh Counties C.C.—Meeting 20th October. Albert Hotel, St. Mary Street, Cardiff.
Thames Valley A.C. Navvies and Natters 22nd October. Smack Inn. 8 p.m.

"AUTOSPORT" DIRECTORY OF THE CLUBS—16

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Annual Dinner normally in October

Headquarters: The Gremlin, The Watton, Brecon.

Meetings: Monthly during winter; film shows, brains trusts, etc.

Bulletin: None as yet.

Whether Associated with R.A.C.: Yes. Approximate Membership: 130.

Prominent Past or Present Members: Jeff Smith of Talybont-on-Usk, winner of a bronze medal at International Six Days' Trial in Italy in 1951, riding a B.S.A. Gold Star.

Annual Subscription and Entry Fees: No entry fee. Annual Subscription: 5s.

Hon. Secretary: Tony Elston, Priory Grange, Brecon. Telephone: Brecon 349.

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M.G. MAGNETTE special bodied 2-seater on long chassis. Built 1948. Just completely overhauled, h.c. head, new valve gear, Thin Wall big ends, balanced flywheel and crank, 2 L.S., full weather equipment, Supercharger installation available, along with heaps of spares. Good condition throughout. £100.—Clapham, Ashlea, High Spring Gardens, Reigley. Tel. 3870.

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RACING-CARS

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1½-LITRE RILEY Sprite 1936. Mileage, genuine 27,700, laid up seven years. Four Amals, crossflow head with oversize inlets and four branch exhaust. Balanced engine, ports polished. Armstrong pre-selector. New batteries, tyres, Scintilla Vortec overhauled makers. Entire car immaculate condition. Offers around £525.—Stableford Garage Ltd., Stableford, Stoke-on-Trent.

1937 1½-LITRE RILEY Keenard 12 h.p. saloon, Sprite engine, twin S.U.s, recommended Scintilla magnets. Pre-selector, recently re-sprayed metallic grey and red, new tyres, radio, good general order. £300 o.n.o.—Sheldon, 629 Wilbraham Road, Manchester, 21. CHORton 6445.

ROLLS-ROYCE

20/25 MAY, 1930, H. J. Mulliner, owner-driver, 4-door saloon, green, red hide. Air discs, twin spares, P1008, excellent condition throughout. £395.—Richards and Brown, Ringers Road, Bromley, Kent. RAVenbourne 6479-2322.

SPECIALS

AUSTIN Grasshopper, Ford Ten engine, L.M.B. i.l.s., 16-in. test wheels, not a trial car. Offers.—Widdowson, 37 Ryfield Road, S.W.19.

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M.G., CHOICE OF 25, ALL TYPES

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1934 Riley 9 Merlin saloon	£235
1937 Vauxhall 14 saloon	£145

THE EX-REECE COOPER-M.G.



Re-sprayed cream with red wheels. The engine has recently been tuned by Brian Shawe-Taylor, and the chassis overhauled by the Cooper Car Co. in readiness for next season's racing. Extras include alternative 4:1 axle ratio, five nearly new Dunlop racing tyres, in addition to four good road tyres, together with full all-weather equipment.

Price £1,250 or nearest offer.
J. G. SEARS,
Solney Place, Solney, Sussex.
Tel.: Solney 362.

S.S.

S.S. 2-LITRE Super sports 2-seater, 1934. Body rebuilt 1945 on traditional lines. Cycle wings, chrome lamps, dash tank, twin spares. H/c alloy head, seven bearing engine. Docile in traffic yet will go like the veritable with an exhaust note to match. Attractively finished in white with red chassis and upholstery. Will demonstrate to any interested enthusiast that the price asked (£1,500) is indeed fair.—HARrow 6627.

VINTAGE

RENAULT 2-seater touring 1906, in perfect condition. This car has just had £250 spent on reconditioning throughout. Offers.—Box 903.

1924 ROLLS-ROYCE 40/50, fitted wooden brake body, rear doors, all-round windows, removable seats, four new tyres, a magnificent vehicle. £200 or offers.—Box 499.

SPECIAL OFFERS

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1940 Hotchkiss Grand Sport saloon, immaculate throughout, low mileage and an exceptional performance	£1,275
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1932 Alfa Speed 20, 2-seater, ex-Waring, excellent condition	£225
1930 Morris tourist, black with blue upholstery	£225
1930 Ford Aestla export model, fitted with 10 h.p. engine colour green	£135

PIPPIN GARAGE, SURREY.
Phone: Dorking 3991.

BRAY MOTORS offer

1930 (November) DELLOW 10 h.p. super sports, trials 2-seater	£445
1939 MORRIS 14 de luxe saloon, £10 tax	£250
1947 Model M.G. TC sports 2-seater, calibrated ivory, red hood, specially tuned, exceptionally smart	£495
1935 BENTLEY 3½-litre 4-door sports saloon	£975

180-184 West End Lane, West Hampstead, N.W.4.
HAMptend 6490-7327.

1946 M.G. TC Sports 2-seater. Excellent condition throughout. £425

1950 Morris Minor Tourer, one owner. £345

1949 (Oct.) Morris Minor Saloon, 12,000 miles only. £410

BROWN'S of LOUGHTON,
High Road, Loughton, Essex.
Phone: Loughton 4119 and 3838.
(Three minutes Tube Central Line.)

CHILTERN CARS offer: 2.3 Alfa Romeo 2-seater, £525; 2.3 Alfa Romeo, drophead coupé, £525; blown 1.750 Alfa Romeo long chassis drophead coupé, twin cam 1.750 Alfa Romeo sports saloon; 1948 Allard 4-seater, £525; 1½-litre Aston Martin Le Mans 2½-seater, £345; 2-litre Bugatti 2-seater, £365; 1947 Fordson Thames racing-car transporter, £265; 1936 Frazer-Nash/BMW 45 fourome drop-head coupé, £225; 1949 1½-litre Le Mans H.R.G., ex-Eric Thompson, £595; 4½-litre low chassis T.T. Invicta 4-seater, £245; 747 c.c. G-type M.G., £195; 12 M.G., £165; 1934 Morris 12¼ saloon, £75; Green Riley 2-seater from £225; 1½-litre Singer 2-seater, £265. Terms: Exchange.—11a Water Lane, Leighton Buzzard, Bedfordshire. Telephone 2060.

(continued overleaf)

CLASSIFIED ADVERTISEMENTS—continued

SPECIAL OFFERS—continued

1951 JAGUAR XK 120, sage green, 17,000 miles, never raced, B.M.T.A. permission. Must sell. £1,450.

1952 DELLOW MK/2, Blue, mileage 5,000, many extras, immaculate. £395.—Westwood & Clark Ltd., Clacton-on-Sea. Phone: 943.

£60! RILEY sports saloon, £851 S.S., 16 h.p. sports tourer, £92 10s.1. Riley 9 sports saloon, sound, £1651. Riley 9 Gamecock sports 2-seater, £250. Aiva Speed 20 2-seater, £295. Invicta 41 coupé, and many others.—Alton Garage, 17-19 Brook Mews North, W.2. Paddington 1952.

CELLULOSE

CAR SPRAYING HANDBOOK (1952 Ed.) 3s. 6d. Cellulose and Synthetic Paints and all Allied Spraying Materials. Catalogue free.—Leonard Brooks, Ltd., 70 Oak Road, Harold Wood, Romford. Phone: Ingrebourne 2560.

MISCELLANEOUS

R.A.C. TRIALS FORMULA

Dellow Motors Ltd. can undertake to modify sports- or trials-cars of any make or type to correspond to the new formula.

We would be pleased to have an opportunity of discussing your problems and of quoting you for work to be carried out.

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AUTOMENDERS have very comprehensive facilities for the machining and repair of all automobile parts and units. Whatever your problem we shall be pleased to assist in any possible way.—Automenders, Ltd., Lowther Garage, Ferry Road, Barnes, S.W.13. RIVERSIDE 6496.

BEVERLEY MOTORS (N. H. Mann, Proprietor) undertake special coachwork designs, primarily on Alfa Romeo chassis, but also any other good quality sports-car chassis. Inquiries to Airio House, Airio Avenue, New Malden. Phone: Malden 4401.

"INDIANAPOLIS Yearbook 1952", 11s. 3d.; "Specials and Hot Rods", 11s. 3d.; "Hot Rod Pictorial", 11s. 3d.; "Hot Rod Magazine", 21s. 6d. p.m.; book catalogue free! Postal business only.—Vivian Gray (A), Hurslip, Essex.

FOR SALE OR EXCHANGE.

Tod Day Boat, Year 1950.

19 ft. x 6 ft. 3 ins. x 1 ft. 9 ins. draught. Carvel construction. Varnish interior, white enamel exterior finish. Double cockpit. Back rests and seats upholstered in blue leather cloth, forward bucket type seat for driver with car type steering. Auxiliary side steering wheel. Canvas cockpit covers. Chrome plated Ford V, electric starting. Marine engine and gear. Estimated speed 30 m.p.h. Soundly constructed and in good condition throughout.—Box 902.

QUICK-LIFT JACKS and Trailers made for 500 c.c. racing-cars, also gas and arc welding, drilling, milling, turning and capstan work.—Don Parker, 1a Sangers Road, S.W.11. Battersea 7327.

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SOLID drawn steel tubes, bright and H.T. steel bars, light alloys, etc., from stockists.—C. S. Harbour, Svon Hill Garage, Great West Road, Isleworth, Middx. Tel.: HOU 6613.

WINDSCREEN Perspex, 4 in., rectangles, 9s. sq. ft., post free.—A. Wilson, Cresshouses, Bridenorth.

19,000 INSTRUCTION MANUALS. Sale—Loan. Enquiries stamped envelope please. Manuals bought cash.—Finn, 15 Nashleigh Hill, Chesham, Bucks.

ENGINES

PB M.G. engine, clutch, gearbox, carbs, manifolds, etc., complete.—Offers Pinder, 23 Riverside Ave., Leamington Spa.

SINGER 9 sports (1934) complete engine and gearbox with spare block, etc. £25 the lot.—71 Melrose Avenue, Bolton, Lancs. (Phone 7256.)

EXCHANGE

EXPECTANT FATHER regretfully wishes exchange potent V8 special, short chassis, P100s, for 7/10 h.p. transport—151 Hook Rise, Surbiton, Surrey. Telephone: ELMbridge 8406.

PERSONAL

"DAILY EXPRESS" Rally.—Wanted urgently co-driver for Jowett Javelin. Starting from Norwich.—Write full details of experience and age to Box 901.

PHOTOGRAPHS

WESTON RALLY, every car at Prescott and Weston-super-Mare.—Charles Dunn, Green-lever, Woking, Surrey. Tel.: Woking 1717.

SPARES AND ACCESSORIES, ETC.

ALVIS 12/50 1927 gearbox, £7 10s.—Richards and Brown, Ringers Road, Bromley, Kent. RAVensbourne 6479-2322.

CAMBRIDGE ENGINEERING offer the AUSTIN Seven owner from stock: post-1931 new pinion and crown wheels, new Nippy sports pinion shafts, new Nippy exhaust and inlet manifolds, complete brake coupling units for all early models, Bowdenex braking system suitable for all coupled brake models, sports straight-through silencers, light sports pistons for all models, double valve springs, alloy cylinder heads, light flywheels, light sports body shells, exchange reconditioned engines, including Nippy sports. S.a.e. for lists.—Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Telephone: Richmond 2126.

£5 PAIR 14 in. S.U.S. £5 10s. pair 16 in. wide base Austin wheels. £12 Ford independent front suspension. £3 Ford large capacity sump. £3 pair large Luvax shockers. £3 pair telecontrols. Austin 7 spares.—Box 895.

SPEEDOMETERS

NEW SPEEDOMETER CABLES—Inner or outer, 12s. 6d. Complete 22s. 6d. State make, model and date. P.O.'s avoid delay. Mailed within 48 hours post free.—B.D.J. (England), Ltd., Dept. A, Lowlands Road, Harrow, Middx.

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ALL TYPES of wheels in stock, also wire and pressed steel wheels repaired. Any type of wheel built to your specification.—Turner and Knight, 34 Haine Road, Brentford, Middlesex. EALing 4298.

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DECENT, modern chassis complete, 10 to 16 h.p.—Forge Cottage, Holcot, Northampton.

FIAT. Highest spot cash for all models.—Mayfair Garages, Ltd. (opp. Selfridges' Clock), Mayfair, W.1. Mayfair 3904-5.

RICHARDS and Brown sell good sports-cars on small commission basis.—Ringers Road, Bromley, Kent. RAVensbourne 6479-2322.

RON MCKENZIE, 961 Chester Road, Stretford, Nr. Manchester, requires sports-cars, and offers a selection of new and used motor-cycles. Open to 8 p.m., Sun, 3 p.m. Telephone: Longford 2160.

Correspondence—continued

A "Pooled" Formula 2 Engine—Archie Butterworth's View

I WAS very interested in Mr. Geoffrey Taylor's comments quoted in your issue of the 3rd October.

I should like, on behalf of my company, strongly to endorse his remarks on various recent suggestions about the pooling of resources to produce a racing engine which would then be "issued" to various chassis builders. This is, I think, the very worst way to approach the problem of obtaining British victories in International Motor-Racing.

Motor-racing is, by definition, competitive, and should be so in all its branches. Whenever one nation appears to dominate International motor-racing, it will be seen that it has two or more constructors actively competing against one another, and wherever, deliberately or accidentally, a nation pins its faith to one marque, it fails. The happiest development in this country since the war has been the emergence of a number of rival racing-car builders, and whilst the engine position has not yet "caught up", there is no reason to suppose that it won't so long as enough people are working hard on the problem. We, each of us, think our engine design is the best, and the more of us there are, the less likely it is that we will all be wrong.

I would also like to comment on K. J. Blythe's letter about our engines and the late Peter Monkhouse's chassis design. (By the way, the products of our little firm, whether engines gearboxes or complete cars, are sold under the name AJB and not Butterworth. I think this mistake started with Bill Aston's choice of a name for his cars, and to clear up evident misunderstandings, I would like to say that neither I nor my

company have any other connection with the "Aston-Butterworth" enterprise than the supplying of engines. The entire credit for the production of these cars in a very short time must go to Bill Aston himself.)

To return to Mr. Blythe's letter, however, I should like to thank him for his kind remarks about the AJB engine which would certainly fit in well with a rear engine design though I do not like this layout myself. Wherever it is located the extreme lightness of this engine (two cwt. with all accessories) permits the building of a very light racing-car without an embarrassing concentration of weight in one place and with consequential gains in reduced braking and transmission loads.

Regarding power output, we are completely confident of obtaining and exceeding 180 brake horsepower with the new cylinder head, though these things are not, of course, done overnight. We are building a single cylinder research engine to make a proper job of testing and developing the new "Swing Valve" cylinder head, and shall not sell engines so equipped until we are thoroughly satisfied with it.

In the meantime valuable experience has been gained with two of the early engines in the hands of private owners and we now have a test-house where we can run engines continuously with open exhausts. If our "Swing Valve" single cylinder engine produces all the power that we hope for, we may produce it as a 500 c.c. racing engine in its own right.

Finally, may we wish Geoffrey Taylor and the Alta Engineering Co., Ltd., every possible success with his new racing engine—except that of beating the AJBs!

A. J. BUTTERWORTH,
for Butterworth Engineering Co., Ltd.

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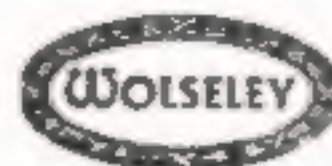
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